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Hongkong, 15th November, 1900.

## (19)

1950

Shanghai, 6th June, 1903. Mrs. NAZER. [6740]

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(Late KING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. THE CUISINE is EXCELLENT and under direct EUROPEAN supervision.

PICNIC, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

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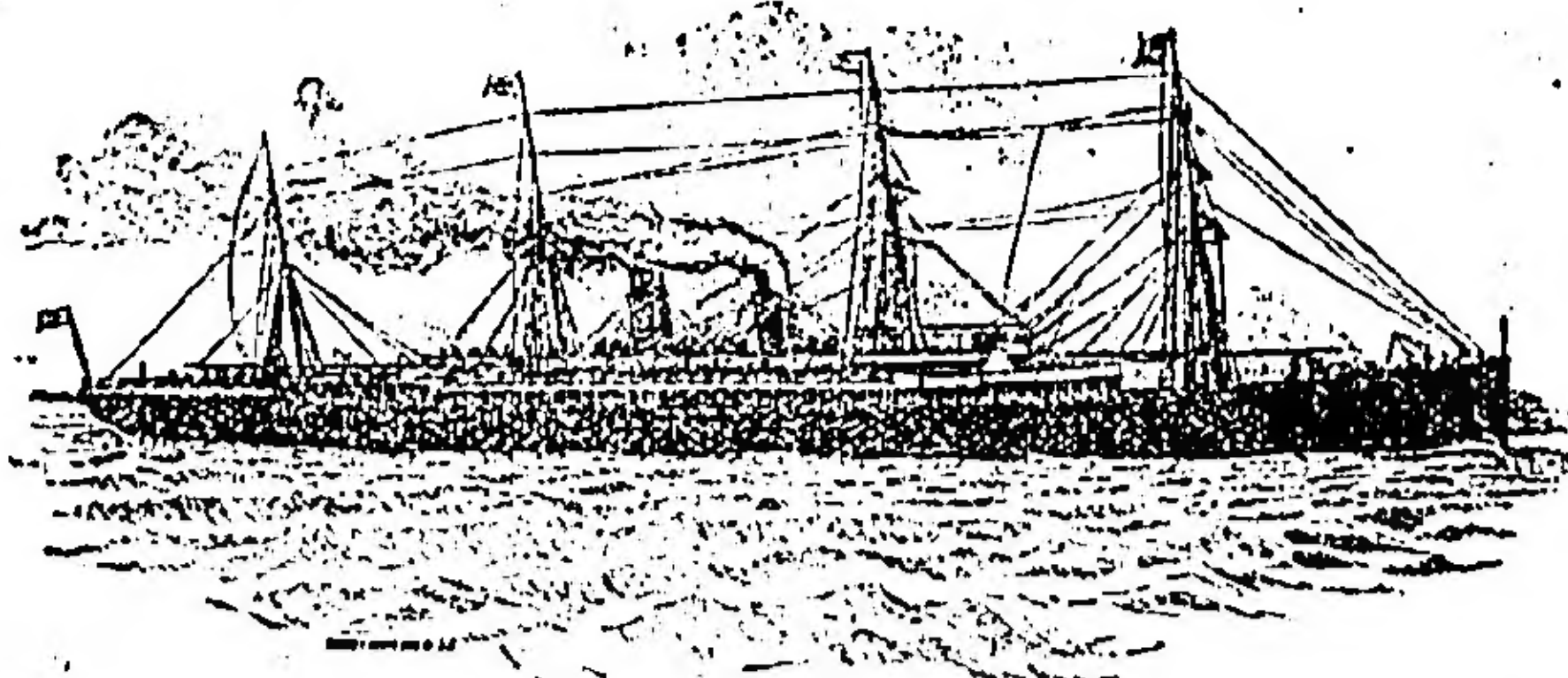
STEAMERS to and from Macao, every MORNING and AFTERNOON.

WM. FARMER, E. C. JORDAN,  
Proprietor, Manager.



SAILINGS.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	WEDNESDAY, 22nd July, at Daylight.
"KOREA"	TUESDAY, 28th July, at Noon.
"GAILIC"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	FRIDAY, 22nd August, at Noon.
"YOKOHAMA MARU"	TUESDAY, 1st September, at Noon.
"HONGKONG MARU"	TUESDAY, 8th September, at Noon.
"SIBERIA"	WEDNESDAY, 16th September, at Noon.
"COPIE"	SATURDAY, 26th September, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 22nd instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

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Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 11th July, 1903.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.) "EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons.	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 5th August.
"ATHENIAN"	3,882	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 20th August.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 27th August.
"TARTAR"	4,425	WEDNESDAY, 3rd September.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 10th September.
"ATHENIAN"	3,882	WEDNESDAY, 17th September.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 24th September.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 1st October.
"TARTAR"	4,425	WEDNESDAY, 8th October.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 15th October.
"ATHENIAN"	3,882	WEDNESDAY, 22nd October.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 29th October.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 5th November.
"TARTAR"	4,425	WEDNESDAY, 12th November.
"EMPRESS OF CHINA"	6,000	WEDNESDAY, 19th November.
"ATHENIAN"	3,882	WEDNESDAY, 26th November.
"EMPRESS OF INDIA"	6,000	WEDNESDAY, 3rd December.
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, 10th December.
"TARTAR"	4,425	WEDNESDAY, 17th December.

The magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

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SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 25th June, 1903.

## HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
WURZBURG	HAVRE, BREMEN AND HAMBURG.	29th July.	Freight and Passengers.
v. Binzer	(Calling at SINGAPORE and COLOMBO).		
BADENIA	HAVRE AND HAMBURG.	12th August.	Freight.
Rorden	(Calling at SINGAPORE and PENANG).		
SITHONIA	HAVRE AND HAMBURG.	26th August.	Freight.
Hildebrandt	(Calling at SINGAPORE and COLOMBO).		
KONIGSBERG	HAVRE AND HAMBURG.	9th Sept.	Freight and Passengers.
Mayer	(Calling at SINGAPORE and PENANG).		
ANDALUSIA	HAVRE AND HAMBURG.	23rd Sept.	Freight.
von Döhlen	(Calling at SINGAPORE and COLOMBO).		
ARABIA	NEW YORK	about middle of August.	
Bahle	Via SUEZ CANAL.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 9th July, 1903.

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG, CANTON LINE.

S.S. "HONAM"	2,300 tons, Captain H. D. Jones.
"POWAN"	2,300 tons, Captain G. F. Morrison, R.N.R.
"PATSHAN"	2,300 tons, Captain A. W. Morrison, R.N.R.
"KINSHAW"	2,300 tons, Captain C. V. Lloyd.
"KINSHAW"	2,300 tons, Captain J. J. Lousus.

Departures from HONGKONG to CANTON, about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and Sundays at 6 P.M. only.

Departures from CANTON to HONGKONG, about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying 2,300 tons, are the largest and fastest on the River. Special attention is drawn to the Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

S.S. "HEUNG SHAN" 1,998 tons, Captain W. E. Clarke. This steamer leaves Canton for Hongkong every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

S.S. "LUNGSHAN" 2,199 tons, Captain T. Hamlin. This steamer leaves Canton for Hongkong every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 569 tons, Captain R. D. Thomas. S.S. "SAINAM" 588 tons, Captain B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD &amp; SWIRE, Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th May, 1903.

## Hutiminations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. Net £5.00 per Cask ex Factory.

In Bags of 250 lbs. Net £3.00 per Bag ex Factory.

SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 13th May, 1903.

MACEWEN, FRICKEL &amp; CO.

have undertaken the Sole Agency in Hongkong for

KABUTO BEER

A Pure LAGER BEER excellently Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pts. or \$2.00 per doz.

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18th June, 1903.

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SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &amp;c., &amp;c., &amp;c.

Sole Agents for FERGUSON'S SPECIAL CREAM and H. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 14th May, 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

Price \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—SIEMSEN &amp; CO.

Hongkong, 10th January, 1903.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

EYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS &amp; Co., Bank Buildings.

Hongkong, 28th March, 1903.

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 26, Connaught Road Central.

Hongkong, 9th February, 1903.

## Hutiminations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

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## MIDZUSHIMA &amp; CO.,

COAL MERCHANTS,

No. 4, QUEEN'S ROAD CENTRAL, (FACING DUDDELL STREET).

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KAIGAN, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.

Telegraphic Address:—"MIZUSHIMA," Kobe, Moji, Osaka, Wakamatsu and Hongkong.

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IMPORTERS OF JAPANESE COALS.

CONTRACTORS OF COAL to the Compagnie des Messageries Maritimes de France, Foreign and Japanese Steamers, Arsenal and Japanese Railway Companies, &amp;c.

SOLE PROPRIETORS of Kumamoto and Tenoura Coal Mines.

SOLE AGENTS for Kawamiya, Komatsugaura, Tenoura, Minami, Ikejira and Kumagahata Collieries.

K. UYEMURA, Manager.

Hongkong, 3rd March, 1903.

[299e]

## THEY HAVE ARRIVED

57 Varieties of good things for the table.

Do you know

that HEINZ SWEET PICKLES are known throughout the world for their delicate aromatic flavor and distinctive virtues?

## THE MUTUAL STORES,

25, Des Vœux Road Central.

Hongkong, 29th June, 1903.

[553e]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &amp;c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

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## THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339e]

## GO TO THE KOWLOON HOTEL, FRANK F. JEWELL, Manager. J. W. OSBORNE, Proprietor.

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE &amp; Co., CONNAUGHT HOUSE.

954c]



## "KAHUNAISM" IN HAWAIIAN ISLES.

STRANGE MIXTURE OF CRAFT AND CHRISTIANITY.

There has been another outbreak of kahunaism in Hawaii with the result that one of the sorcerers, or kahunas, is in prison at Puna, Hawaii, awaiting trial on a charge of manslaughter. He is charged with having caused the death of an old native by beating him on the head with a Bible in order to drive the devils from his body.

This case is one of the most unique in the annals of kahunaism in the islands. It appears from the story told at the trial in the District Court that a native in the Puna district became ill and the Government physician, Dr. Holland, was called in. He was treating the man with some hope of curing him, when the native called in a kahuna, believing that the physician was not curing him rapidly enough. The kahuna immediately threw away the remedies prescribed by the physician and diagnosed the case for himself. He found that the man was possessed of red devils, and after several incantations, in which the aid of spirits was invoked, decided that the only way to drive out the devils was by liberal application of the Bible to the head of the patient. The sick man was compelled to sit upright in his bed and was then beaten vigorously by the kahuna with a heavy volume of the Scriptures. When the kahuna's arm tired the man's wife was forced to continue the treatment, until the man sank unconscious in bed. A few days afterward the man was beaten even more vigorously with the Bible and he died.

The kahuna was arrested, first on the charge of practising witchcraft, but afterward the charge was changed to manslaughter. The man made no defence. He said that he had done his best for his patient, but the devils had conquered. He testified that the man's eyes were red, that he was restless and that his hair stood on end, and these were signs that he had red devils. The only cure was by the application of the Bible to the head, as the Bible told.

The kahuna was asked in point to the chapter in the scriptures which provided for this method of getting rid of the devil, but he became confused and refused to do so. Judge Kamau then held the kahuna for the Grand Jury on the charge of manslaughter. The wife of the man admitted that she had beaten her husband over the head with the Bible, but said that she could not disobey the instructions of the kahuna, in whom she trusted implicitly.

## INVESTIGATION OF PRACTICE.

This case has caused an investigation to be made of the practice of kahunaism in the islands. Kahunaism is prohibited by law. It is a relic of ancient Hawaii, and all the efforts of the missionaries, from the day of their arrival, have been insufficient to stamp it out. It is witchcraft, pure and simple, but even some of the educated people among the Hawaiians believe in it. There is something in it akin to the faith cure.

The younger element is growing up without fear of it, but among the older natives it is estimated that there is one kahuna to every fifty people. For kahunaism is a lucrative business. An attempt was made at the last session of the Legislature to secure the repeal of the law prohibiting the practice of witchcraft, but it failed to get through the Senate, though all the natives voted for it. At the session just closed another effort to legalize the practice of the black art, though in a round about way, was made. A bill was introduced to permit the practice of medicine without a licence, which was meant for the kahuna and no one else.

A few months ago a woman witch doctor in Lahaina on Maui was sent to prison for causing the death of a father and two sons who, she said, had killed the pet cat of her favourite niece. All three of the men became ill and the kahuna was called in to cure them. They died as a result of her treatment. She admitted that she practised kahunaism. She said that she did her best to save the lives of her patients, but their great sin in killing the cat had made cure impossible.

## POWER OF THE KAUNA.

The kahuna has of late become somewhat modernized, or perhaps it is only that fakirs have replaced the real thing. Many of them are blackmailers pure and simple. They claim power to summon spirits at will, and unless they receive everything they want in the form of money or food, the credulous native is likely to suffer from their wiles. The kahuna claim descent from the devil, and the principal theory of their practice is that all men are possessed of spirits which leave their bodies at night and enter other people, also that spirits of deceased relatives always return to earth to inflict their presence upon people they have known in life. The kahuna for a small consideration kills these wandering spirits and permits the native to go in peace. Pigs and white chickens must be sacrificed to obtain this. The man who is afflicted with the spirits must provide the chickens and pigs—and the kahuna eats them.

The kahuna also claims the power of praying a person to death, and it is not infrequent that cases are reported, too, where these witches are employed for this purpose. Some cases are reported, too, where the kahuna has been successful, for the prayers so work upon the fears of the superstitious native that it is no wonder he dies. In the stirring times of the revolution kahunas were employed to pray President Dole to death, and pigs were sacrificed to bring this about, but the head of the new republic was too practical a man, and to the pigs himself. The game was found to be rather expensive, and other means were tried to encompass the death of Dole.

The present law seems sufficient to curb the kahuna, but it is doubtful whether it can ever be strengthened until the white man out-jobs the native in the Territory and can control the Legislature.—New York Sun.

## SOME FEATURES OF CALCUTTA'S TRADE.

A number of interesting points relating to the commerce of Calcutta can be gleaned from the dry and somewhat bulky Report on the Maritime Trade of Bengal. The aggregate seaborne trade decreased by 3.3 per cent. during 1902-3, and as Calcutta absorbs 96.5 per cent. of the trade it is evident that the Capital has not had so prosperous a twelvemonth as in the preceding year. As a matter of fact, it has been going down hill since 1900-1901, this year's decrease being 2.68 mainly in foreign trade. The falling off in imports was not very large but the amount would have been bigger had it not been for the Durbar, which was responsible for increase in jewellery, apparel and wines, and no doubt affected other items. Amongst other miscellaneous returns the decline of the importation of matches from the United Kingdom is striking. Last year the value was only Rs. 2,063, whereas twenty years ago it was Rs. 323,294. Although the imports of mineral oil decreased in volume and in value, the fall was chiefly in kerosine oil from foreign ports. Russia's share fell 25 per cent., and though there was a slight revival in the trade with the United States, only one-eighth of what was imported twelve years ago was received. This decrease in the foreign trade is due entirely to the competition of Burma, which supplies kerosine at the rate of two million gallons a month. In sugar the effect of the enhanced duties to meet the Karel system was seen, the imports from Austria-Hungary and Germany falling by 75 and 74 per cent. respectively.

There is a growing demand for tobacco in cigarettes amongst the natives of India. Over fifteen lakhs were imported, this being an increase of nearly 10 per cent and the trade has unlimited possibilities before it. The chief exports to foreign ports consist of jute, tea, opium, oil seeds, grain and pulse, and hides and skins. The indigo industry was again depressed, the competition of synthetic indigo being accentuated by a very unfavourable season. The area planted was smaller, and exports declined by about 45 per cent. both in quantity and value. The shipments in fact were the smallest since 1878-79. The value of the jute trade receded 77 per cent., but as that of the previous year was the highest recorded, the result is not altogether unsatisfactory. The amount of tea exported from Calcutta decreased, but the quantity sent out of the Presidency during the year was larger than in the preceding twelve months, Chittagong coming in for a much bigger share of the trade. The bulk of the shipments for Indian ports went to Bombay, whilst Sind took a good deal. Much of this tea was bought for the Persian market, but in view of the new Customs Tariff in that country the future of the trade is far from promising.

## THE POTTER'S WHEEL.



Egyptian Potter.

THE Potter's Wheel is one of those implements, like the Spade, of which the origin is hidden in mists of time, but which invention has hardly availed to improve upon. The highest class of pottery is made to-day substantially as Egyptian inscriptions show it to have been made in the porcelain is "fired" to time of Moses. And day, just as it has been always fired. Work before a Staffordshire oven is an ordeal, and the Staffordshire Sentinel tells an experience in the life of a Hanley potter which shows the price that workers pay for their livelihood. His story of a fall among the litter of a firing-house floor is thrilling as it is painful. The speaker is described as a sturdy, lonesome young fellow, whose work is heavy, including coal-wheeling and oven-tending. He does it without difficulty since Dr. Williams' pink pills for pale people rescued him from the miserable state of ill-health which led to his trouble. Arthur Ellison is his name, and his address, as given in the Sentinel, is 111, Lower Mayer-street, Hanley, England. He is what is technically called

AN "ODDMAN," and an odd man he certainly must have been, to experience "cold shivers" in the face of a potter's oven. "But that was due to my miserable state of chronic biliousness," said Mr. Ellison to the Sentinel reporter. "Pains in the back accompanied it. After bending down at my work for a short time I could hardly straighten myself again. I think that it was working in the heat (and then going outside into the cold that gave me a chill on the liver and so brought my illness on. In one of my frequent moments of dizzy faintness I actually

to the floor. I was at last compelled to leave off work for two or three months. My chemist told me to try Dr. Williams' pink pills for pale people, which I did. I had tried other things without benefit, but these pills soon made me well. I began to get better in a week. The pills are not purgative: on the contrary, they gave me new strength. I was soon able to go back to my employment. I have had no bilious attacks for some time now: I am quite cured."

It is by increasing the blood supply and giving strength that Dr. Williams' pink pills cure biliousness, liver complaint, indigestion, anaemia, consumption, and all weakness in man or woman. The name of Dr. Williams is a guarantee of genuineness. The cures they have effected have given them a high reputation in Staffordshire, the land of the Potter's Oven and the Potter's Wheel.

[8]

## Intimations.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SEVENTY-FOURTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 12, Bank Buildings, Queen's Road Central, on TUESDAY, the 4th August, at 12 o'clock noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the Appointment of Directors, and re-electing Directors and Auditors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 21st of July to the 4th August, inclusive. By Order of the Board of Directors, J. GOOSMANN, Acting Secretary. Hongkong, 15th July, 1903. [845c]

THE HONGKONG ICE COMPANY, LIMITED.

## NOTICE.

IN accordance with the Provisions of No. 103 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the Half Year ended 30th June, 1903, of FOUR DOLLARS per Share. DIVIDEND WARRANTS may be obtained on Application at the OFFICE of the Company on and after TUESDAY, 28th July. The TRANSFER BOOKS of the Company will be CLOSED from the 20th to 28th inst., both days inclusive.

JARDINE, MATHESON &amp; CO., General Managers. Hongkong, 15th July, 1903. [845c]

THE WEST POINT BUILDING CO., LIMITED.

AN INTERIM DIVIDEND OF ONE DOLLAR AND A HALF per Share for Six Months ending 30th June, 1903, will be PAYABLE on the 28th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the COMPANY'S OFFICE. The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to the 28th instant, both days inclusive.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary. The Hongkong Land Investment and Agency Co., Limited, General Agents for The West Point Building Co., Limited. Hongkong, 14th July, 1903. [838c]

THE HONGKONG LAND INVESTMENT AGENCY CO., LIMITED.

AN INTERIM DIVIDEND OF SIX DOLLARS per Share for Six Months ending 30th June, 1903, will be PAYABLE on the 28th instant, on which Date DIVIDEND WARRANTS may be obtained on Application at the COMPANY'S OFFICE. The TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 28th instant, both days inclusive.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary. Hongkong, 14th July, 1903. [839c]

## WANTED AT ONCE.

AN EXPERT TYPEWRITER, Good Salary to an Efficient Worker. Apply to—JOHNSON, STOKES & MASTER, 8, Des Vaux Road Central. Hongkong, 16th July, 1903. [858c]

## THE ROBINSON PIANO Co., LTD.

## PIANO CLEARANCE SALE.

THIS SEASON'S PIANOS, as under, must be sold to make Room for New Stock. 100 Pianos to arrive about October.

SQUIRE (Owner's Property)	Cost	Selling
SCHNEIDER, Upright	\$650	\$550
Grand	400	300
HOPKINSON	550	350
RUSSELL, Transposing	750	350
ROBINSON PIANO CO., LD.		
Transposing	760	500
RUSSELL Transposing	775	500
APOLLO (Secondhand) Horizontal Grand	900	700
SAETHE, Upright Grand	575	490
CHAPPELL, Secondhand	675	225
KRELL, (Secondhand), Concert Upright Grand	800	450
NEEDHAM, (Secondhand), Upright Grand	800	450
ROBINSON PIANO CO., LD.		
Cottage	475	400
ROBINSON PIANO CO., LD.		
Cottage	475	400
BROADWOOD	600	475
ROBINSON PIANO CO., LD.		
Do.	650	450
Do.	300	150
BORD, Pianette, (Owner's property)	—	285
ORCHESTRION	900	150
SCHNEIDER, (Secondhand)	600	250
ROSENKRANZ	450	390
WEINER, Upright Grand (owner's property)	—	450
RACHALS, (Secondhand)	750	400

MUSIC CLEARANCE SALE. Popular Songs, Piano and Violin Solos, Classical and Dance Music 3 copies for \$2. Song Folios containing over 100 songs by well known composers. Operas by Sullivan, deKoven, Planquette, etc., Slightly Soiled Scores. Collections of Songs by Glover, Gatty, Roedel, etc. Musical Sketch Books, Pianoforte Recreations.

DANCE ALBUMS, SONG FOLIOS, &c. Also our Stock of SMALL MUSICAL INSTRUMENTS at reduced rates. Clearance sale to 30th September only, to make room for new Stocks coming to hand. Hongkong, 16th July, 1903. [415c]

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

SOLE ADDRESS.—Telegraph, Hongkong.

The leading English Newspaper in China. Also widely circulated in Japan, Ceylon, China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week	.....	\$ 2.85
One month	.....	7.20
Two months	.....	13.00
Three "	.....	20.00
Six "	.....	37.50
Twelve "	.....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	.....	5 per cent.
6 "	.....	10 "
12 "	.....	25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. 5¢ each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE MANAGER, HONGKONG TELEGRAPH CO., LD. 1, Ice House Road, Hongkong.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU	{ KOBE	TUESDAY, 21st July, at Daylight.
TAMBA MARU	{ MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID	SATURDAY, 25th July, at Daylight.
KINSHU MARU	{ BOMBAY, VIA SINGAPORE and COLOMBO	MONDAY, 27th July, at Noon.
RIOJUN MARU	{ VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 28th July, at 4 P.M.
KAMAKURA MARU	{ KOBE and YOKOHAMA	FRIDAY, 31st July, at Daylight.

\* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

T. S. TAKAYANAGI, Acting Manager.

Hongkong, 20th July, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER, PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th July, 1903, at 11 A.M., the Company's Steamship "POLYNESIE", Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 27th July, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board, they must be left at the Agency's Office. Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent. Hongkong, 14th July, 1903. [1004c]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
Victoria	3,502	J. Pantou	Aug. 1
Pleides	3,753	F.G. Parington	Aug. 15
Olympia	2,837	J. Truebridge	Sept. 10

Steamers marked (\*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents. Hongkong, 20th July, 1903. [1874d]

## Hotel.

## KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

## LADIES' AFTERNOON TEA ROOMS.

## PRIVATE BAR

## AND BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Tables D'Hotel at Separate Tables.

For Terms, &amp;c., apply to the MANAGER.

Hongkong, 21st October, 1902. [1116d]

## Notices of Firms.

## WANCHAI STORING COMPANY.

NOTICE is hereby given that Messrs. SHEWAN, TOMES & CO. have This Day been Re-appointed to act as AGENTS of the WANCHAI STORING COMPANY until further notice. SHEWAN, TOMES & CO. Hongkong, 14th July, 1903. [835c]

## RUSSO-CHINESE BANK.

THE BANK OF SOUTH CHINA having been taken over with all ASSETS and LIABILITIES by this Bank, a BRANCH of the RUSSO-CHINESE BANK will be OPENED in Hongkong, on TUESDAY, the 14th instant, under the Management of Messrs. J. W. R. TAYLOR and P. A. SCHLUMBERGER, Mr. A. R. CARRE being empowered to sign Per Procuration.

TEMPORARY OFFICES (while New Offices in PRINCE'S BUILDING are being built), VICTORIA HOTEL BUILDINGS, ICE HOUSE STREET. Hongkong, 13th July, 1903. [821c]

## To be Let.

## TO LET.

AN OFFICE at No. 2, CONNAUGHT ROAD. Apply—

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LD. Hongkong, 15th July, 1903. [848c]

## GODOWN TO LET.

NO. 155, PRAVA EAST, Spacious Two-storied Godown. Suitable for Yarn or Coals. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 10th July, 1903. [397c]

## TO LET.

HOUSES in LEIGHTON HILL ROAD. FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. GODOWNS in BOWRINGTON, Prava East. No. 2, RIFON TERRACE in Flats. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 6th June 1903. [1209c]

## TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAVA EAST. Apply to—H. N. MODY, Victoria Buildings, Hongkong, 2nd February, 1903. [1328d]

## TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES in LEIGHTON HILL ROAD. Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD. No. 8, Queen's Road West, Hongkong, 20th October, 1902. [1104d]

## SANITAS



FLUID OIL CRUDE FLUID POWDER EMBOCATION SOAPS DISINFECTORS INHALERS FUMIGATORS

COLORLESS FRAGRANT NON-POISONOUS DOES NOT STAIN. KILLS ALL DISEASE GERMS. OXYGENATES THE AIR.

Sulphur Oandles—KINGZETT'S Formalin Fumigators PATENTS.

"HOW TO DISINFECT" Book Free. THE "SANITAS" CO., Ltd., Bethnal Green, LONDON, E.

## DISINFECTANTS



## Intimations.



# WATSON'S HOUSEHOLD REMEDIES FOR THE SUMMER.

## PRICKLY HEAT LOTION

One of our most popular preparations, which has stood the test of fifty years. Cools the skin and removes irritation at once.

## RINGWORM REMEDY

(TONG PANG CHONG)

An absolute specific for Ringworm and Dhobi Itch.

## HOUSEHOLD AMMONIA

Try it in your bath and you will feel all the better for it. For cleansing silverware, jewellery, and clothing, it is without equal.

A. S. WATSON & Co.,  
LIMITED.

THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

TELEPHONE NO. 259.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4701 EDITION.

ESTABLISHED 1859.

# A CHEE & CO., 祥利廣

17A, QUEEN'S ROAD.

## FURNITURE DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.

ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES.

COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

## PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

## CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS and CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.  
A. B. C. Code, 4th Edition.

A. C. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [1355e]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

## NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$10 per annum.  
WEEKLY—\$13 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

## The Hongkong Telegraph

HONGKONG, MONDAY, JULY 20, 1903.

### A CLEAN RETURN.

The state of the health of the Colony, so far as plague is concerned, becomes more encouraging each week. The statistics for the seven days ended at noon on Saturday show a decline of fifteen cases and twenty deaths as compared with the figures for the week closing 11th instant when there were 33 cases and 29 deaths. Last week the number of plague cases recorded was 18 with 9 deaths, the lowest figures since the second week in March, while the forty-eight hours ended at noon to-day produces a clean return—not a single case of plague having been recorded. Another very gratifying feature of last week's return is the steady decrease in the percentage of deaths. It will be remembered that in opening the new branch of the Tung Wa Hospital in June last, His Excellency the Governor drew attention to the steady diminution in the virulence of the disease. As it has since been proved, His Excellency was of opinion that the worst of the plague for the present year had been passed, and said they might look to the end of the epidemic by the end of July. Judging from the figures before us it is most probable that the prophesy will prove correct and that the plague season is rapidly drawing to a close.

### LOCAL AND GENERAL.

THE indictment against the members of the Humbert family fills no fewer than 300 pages.

ONE of the longest telephone lines in the world—from Paris to Rome—has just been inaugurated.

You want an Opera glass from LeMunyon's 31, Des Vaux Road, before they are all gone.—Advt.

It is reported that the *Universal Gazette* has been transferred to Mr. W. E. Gray, general manager of the Hankow-Canton Railway.

LeMunyon has the finest line of Opera glasses ever looked through. Prices extremely low.—Advt.

OUR Portuguese contemporary *O Patriota* reproduces in its issue of last Saturday, an excellent portrait of Senhor J. F. Marques Pereira, the redoubtable champion in Lisbon of Portuguese interests in China.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

G. Murray Bain ... .. \$35

THE Hongkong Volunteer Corps attended Church Parade yesterday morning when some 70 members marched to Union Church where the Rev. C. H. Hickling conducted the service. Major A. Chapman was in command of the corps.

THE mysterious cattle disease which recently broke out in Hongkong, and which is now engaging the attention of the Philippine authorities, has made its appearance in Bangkok where fifteen head of cattle are reported to have died in one district alone.

Fine line of rubber dating stamps and numbering machines just received by LeMunyon, 31, Des Vaux Road.—Advt.

H. R. H. PRINCE Krom Luang Bodindr, the oldest member of the Siamese royal family, died at his residence near Wat Pohn 1st inst. He was a son of King Phra Nang Klao, the third King of the present dynasty. Before the Courts of Justice were established he was the judge in cases against Princes.

CAPTAIN L. M. Sorensen, a Swedish sailor of fortune and pearl diver, who claims that he reached the side of the ill-fated *Rio Janeiro* three months and ten days after she went down off the Golden Gate, is in Manila from Dagupan where he is fitting out a two-masted schooner for a pearting expedition to the Sulu sea.

WE have received a copy of the special Fourth of July Number of the Manila *Sunday Sun*. From a typographical point of view it is the finest production we have yet seen issued from any printing office in the East. It does credit to the artists and engravers who produced the half-tone blocks as well as to the printer and publisher for the tasteful and artistic get-up of the periodical. The editor has succeeded in getting together a number of typical subjects on the Philippines which should be especially interesting to readers abroad.

CAPTAIN Tate has given over the command of the *Rosetta Maru*, of the Hongkong Manila branch of the Toyo Kisen Kaisha, to Mr. Smith, first officer of the *America Maru*.

MR. C. W. Kight, third engineer of the P. & O. s.s. *Ballaarat*, has been missing since the early morning of Saturday. It is feared he fell overboard. A reward will be given for any information which will assist in tracing him.—See Advt.

THE despatch of a very large male crocodile, measuring 8' 6" in length and 14" in circumference, in the Matang district of Perak, is reported. The brute is said to have been the largest specimen brought in there for considerable time.

A MANILA share report states that "business continues dull and our bankers and merchants are anxiously awaiting to see the result of the change in our currency system, which is expected will come into operation very shortly. We sincerely trust that the fifty cent peso will relieve the present tension in our financial circles."

10 days only, 10 days, Brownie Kodaks for \$5 at LeMunyon's, 31, Des Vaux Road.—Advt.

Don't neglect this chance to get a fine Kodak for \$5 at LeMunyon's; 10 days only.—Advt.

CONSEQUENT upon the laying of the new tramlines the roads have been disturbed to a very great extent, and the recent rains have not improved their condition. In fact, in many places it is with great difficulty that ricksha coolies can pull their vehicles through the sticky mud, while in other parts pools of water, several inches deep, are noticeable. Opposite the Military Hospital portions of the roadway have been under water for several days and unless this state of affairs is remedied mosquitoes will have a delightful home in which to breed.

JACK Grave, of America, who recently defeated Chas. St. Clair at Shanghai and Sam Newman of Manila, in three rounds, is willing to box anyone in the Colony for 20 rounds at the City Hall on or about the 4th and 6th prox. Grace comes here with a good record. He has fought Kid McCoy, Jack Everhart, Geo. McFadden, and many other good men at the game. Newman also has established a good record having defeated some good hands at boxing. Mr. J. Christie, who is already known in the Colony in connection with boxing contests, has Newman under training and Grace is looked after by H. Ross. While at Shanghai Newman met Hinton in the ring and both men showed themselves clever at the game. Hinton was heavier and stronger while Newman had the defence. After eight rounds of fast fighting, the referee declared the bout a draw.

### TRANSPORT "SUMNER" ARRIVES.

The United States army transport *Sumner* left Nauban, Luzon Island, on the 15th inst. in company with the *Agallit* and arrived in Hongkong yesterday. She will go into dock here, and it is expected that she will not be able to return to the Philippines for another month. According to the *Cebuensis* the transport is damaged to a much greater extent than was at first supposed when the cursory examination of her bottom was made by the divers. A telegram received at Division Headquarters on 15th inst., from Quartermaster Captain Cannon, stated that she has one hole opened in her twenty-four feet long, and from three to five inches wide; another six feet long and from four to five inches wide. It is further reported that a seam along the garboard-strake (under keel) has been opened for twenty-four feet and several inches in width and that another seam between "B" and "C" was opened for six feet.

It seems that the *Sumner* started on her trip to Hongkong on 14th inst. but that her damages were much greater than were first discovered and that was the probable reason why she was delayed. The telegram states further that Captain Garry, six of his men and his pumps started on the trip to Hongkong with the *Sumner* after the holes were plugged up and water pumped out of the vessel's hold.

### THE MEXICAN DOLLAR.

Is the Mexican dollar still legal tender? Ve (S. F. Press, 13th inst.) put the question because a curious situation has arisen. A passenger on the Singapore Kranji line yesterday wanted a first class ticket to Singapore, and tendered a Mexican dollar in payment. The booking clerk refused to accept the money, not, as he stated, that he doubted its genuineness, but for the reason that instructions had been issued by circular from the management that no Mexican dollars were to be accepted. A request to see the circular was met by the unfortunate situation that it could not be found, but the passenger was told that as far as memory served the instruction was not to accept any "foreign coin," and this clerk interpreted into covering Mexican, adding that the rule had been carried out for some days. The officials were anxious to afford every information and were as polite as could be desired, but it would be very interesting to know whether they have interpreted the instructions wrongly, or whether the railway department does actually refuse to accept Mexican. If the latter is the case we have the extraordinary and wholly untenable position of a Government department refusing to accept money which is as far as we know legal Government tender.

## CROWN LAND SALES.

REALIZE, \$177,465.

A considerable amount of interest was exhibited in the land estate circles when it became known that one of the few remaining marine lots on the Praya Reclamation had been applied for and would be put up for sale, by public auction, by the Government. The large gathering at the offices of the Public Works Department this afternoon, when four lots of Crown land were put up for sale by public auction, was testimony to the latent interest which can, at once, be fired into enthusiasm when any unusual or extra attractive site is about to be disposed of. The keen and spirited bidding this afternoon goes to show that, in spite of the cry of bad times and the depressed condition of the money market, ready cash is always available whenever "a good thing" appears in the market whether in the space of land or other profitable investment.

Among those present at the sale this afternoon, were the representatives of the Hongkong Land Investment and Agency Co. (Mr. A. Shelton Hooper) and the Humphreys Estate and Finance Co. (Mr. Henry Humphreys), Mr. R. K. Leigh, Mr. Bryer, Mr. E. M. Hazeland, and other representatives of the firms of architects in the Colony, were also present. Of the Chinese community the most notable were Messrs. Ho Tung, Fung Wa Chun, Lau Ching Ting, Ho Kong Tong and some twenty or thirty others. Estate brokers were present in the person of the Brothers S. A. and J. H. Seth, while Mr. J. R. Michael was present as a passive spectator.

R. H. LOT 115.

The first lot to be put up was Rural Building Lot 115 on the Peak Road and was purchased by Mr. Bryer at \$20 above the upset price of \$720. The lot contains 2,250 square feet and was sold subject to the payment of a yearly rent of \$12.

TAI HANG 1. LOTS 162 and 163.  
Tai Hang Inland Lots Nos. 162 and 163 were sold in two separate lots starting at \$675 each. They are subject to yearly rentals of \$24 a lot. Each of the lots contains 2,250 square feet, the frontage being 30 feet and the depth 75 feet.

Contrary to expectation a good deal of competition arose over both the lots. Bids were of not less than \$20 each. Commencing with \$695 for Lot 162 they advanced by \$20 to \$970 which was covered by Mr. Ho Kong Tong to \$1,000. Then rising to \$1,325 the bids slackened, but soon revived to \$1,400. The next three successive stages brought the price to \$1,475, at which Mr. Rees (for the Government) declared a native the purchaser.

Lot 163 was the next to be brought under the hammer. Less time was occupied in disposing of this lot, the early bids, instead of creeping upward at the slow rate of \$5, rapidly rose by \$100 at a time, till \$1,300 was reached. There were no less than three different bidders and between them the lot was contested up to \$1,700. No higher bid being offered, the property was knocked down to a Chinaman.

MARINE LOT 282.

Five minutes or so elapsed between the last sale and the putting up of Marine Lot No. 282 on the new Praya Reclamation, at Shek Tong Tsui, opposite the Sailors' Home. Mr. Rees announced that Government was prepared to accept payment in two instalments. Eighty thousand dollars within three days of the date of sale and the balance of purchase money in one month's time. This was a businesslike way of facilitating payment which the Government might do well to again adopt in future sales of land. The lot has an area of 35,910 square feet with the following boundary measurements:—N. 251 feet, S. 198, E. 160.6, and W. 160 feet. The annual rent is \$660. Bidding was set going by a first offer of \$20 above the upset price. This was speedily covered by Mr. Ho Tung who offered \$180,000, which was covered by \$300 by a representative of the firm of Li Hing. Mr. Chan Keng's bid of \$184,000 at once yielded to Mr. Ho Tung's \$181,000. Mr. Chan Keng still competing with him only to be silenced by Mr. Wong Lai Sang's advance to \$200,000. At this stage Mr. A. Shelton Hooper entered the arena of competition; his first bid was one of \$5,000 over and above the last. A Chinese gentleman went one better. Mr. Chan Keng then made his last bid to \$207,000 and withdrew from the contest, which now resolved itself between Mr. Hooper, Mr. Hazeland, Mr. Li and Mr. Ho Tung who made no further bid in excess of \$221,000. Messrs. Li and Hooper then had the struggle between themselves and from \$212,000 to \$255,600, the secretary of the Land Company would not yield to the Chinaman. Mr. Fung Wa Chur, who, until now, remained to all appearances, a passive spectator took up the staff surrendered by his compatriot. He called out \$255,700 to Mr. Hooper's \$255,600. From this stage it was a measure of strength between "an Kee Cheong's" comrade, probably a ringleader, and the opulent Land Company. When Mr. Fung had declared his very last bid the \$273,000, there came almost the automatic advance of one thousand dollars more or half the Hongkong Land Investment. A change of glances, and a silent conference between the Chinese, finally bespoke their hopelessness. Light Mr. Hooper whose determination, from the first, to secure this most valuable lot, was at once evident.

At \$271,000 for 35,910 square feet (the area of the lot) the price works out to \$7.61 per square foot, which is considered by competent judges a cheap acquisition for so desirable a site with such a splendid sea frontage. We understand that suitable land for storage godowns is becoming very scarce in the Colony, and Mr. L. 282 sold to-day is considered one of the best sites for godowns. It was purchased, we believe, for the purpose of erecting storehouses which the increasing trade of the Colony demands. To-day's sales realized in the aggregate \$277,465, bringing in, in addition, a net annual Crown rent of \$720.

## CRIMINAL SESSIONS.

-TO-DAY'S PROCEEDINGS.

At the Supreme Court this morning the July Criminal Sessions was continued before the Chief Justice, Sir W. M. Goodman.

THE ABSENT JUROR.

Before proceeding with the cases, Mr. A. Horsell was requested to go forward and, having approached Counsel's table,

His Lordship said:—Mr. Horsell, your name was called on Saturday as a juror and you were not here. How was that?

Mr. Horsell:—I received no subpoena to attend.

His Lordship:—Did not you get a notice?

The Deputy Registrar:—Notice was served on his firm, Mr. Lord. He is living on the other side of the harbour.

His Lordship:—That is a satisfactory answer. I understand an officer of the Court served notice on your firm, and that you, on the other side of the harbour, did not receive it. You know about it now.

A FATAL QUARREL.

A native, aged 70, and his two sons, one of whom is the keeper of an opium den in Wing Fung Street, were indicted for the manslaughter of a submarine miner employed by the Royal Engineers, on the 4th June last. They pleaded not guilty, and the following jury was sworn to try the case:—Messrs. C. Warren (foreman), J. T. Douglas, P. H. Holyoak, H. Eyre, E. M. Hazeland, G. A. Richards and A. Hyndman.

Mr. E. H. Sharp, K.C., who was instructed by Mr. F. B. L. Bowley, on behalf of the Crown, pointed out that the circumstances of the case were very simple. It appeared that about one o'clock in the afternoon of the day in question the first prisoner, Lo How, met the deceased, Tse Shing, in the street opposite an opium den, and conversation ensued with regard to some money which Lo How said the deceased owed him. The man told him he would pay when he was able to, but the quarrel developed into a struggle and Lo How, Lo Tak, his brother, and Lo Ngan, his father, then commenced to attack the miner. Very considerable violence appeared to have been used, the deceased being struck by fists and kicked. A crowd collected and there was some uncertainty as to which of the prisoners struck a particular blow. Counsel thought, however, that the jury would be satisfied that the prisoners were concerned in the struggle. They ran away, and the deceased got into the opium den, and the police were communicated with and the injured man was removed to the Government Civil Hospital, where he gave information which led to the arrest of the prisoners. Dr. Bell examined the deceased and found that his spleen was ruptured in consequence of a severe blow or fall recently suffered. An operation had to be performed, and a few days later, as deceased appeared to be dying, his depositions were taken in the presence of the three prisoners.

Evidence was then called, and one of the witnesses testified that the second prisoner was asleep at the time of the assault. The jury found the second prisoner not guilty and his Lordship discharged him. The first and third prisoners were found guilty and they were both sent to prison, the former for eighteen months with hard labour, and the latter for twelve months with hard labour.

As the prisoners were being led from the Court, two natives stood up and said his Lordship's decision was very unfair. His Lordship ordered the men to be brought forward and, in reply to his questions, they said they were submarine miners. Asked what they had called out, the Interpreter replied:—They said a man's life has been taken away, and your Lordship's decision is unfair. Mr. Sharp:—I am told they are brothers of the dead man, so perhaps your Lordship—

His Lordship:—Tell them the best thing they can do is to walk out of Court as fast as they can. If they stop here and are rude to the Court they will be sent to prison. I will excuse them on the ground that they are the dead man's brothers. They had better get out of Court as quickly as they can. The men at once retired.

A MIDNIGHT CHASE.

A rough looking Celestial, named Li Tung, and said to be a stone-cutter employed at Quarry Bay, was charged with highway robbery on the Shaikwan Road, on 13th June. He pleaded not guilty and the same jury as in the previous case was re-sworn.

Mr. Sharp, who prosecuted on behalf of the Crown, said that at eleven o'clock on the night in question a ricksha coolie, named Li Yuk Tin, had taken a European passenger to Quarry Bay and had been paid a dollar. He was returning to Victoria and had arrived at a quiet and deserted spot on the road, between the Sugar Refinery and the Metropole Hotel when, from behind a tree on the land side of the road, the prisoner and another man, who was probably working with him, jumped out upon him. The prisoner caught hold of him by the queue and his accomplice took the money from the coolie's belt. Complainant shouted for help, whereupon the prisoner struck him with a knife and seriously wounded him across the face and chest. But the coolie again shouted, and an Indian constable came up and the two men ran off. The Indian followed them, but one of the men was lost in the darkness. P. C. Clyde, who was on a bicycle, had heard the cries and learning from the ricksha coolie the direction in which the prisoner had gone set out on the chase. From the light given by lanterns on the road where the tramlines are being laid, he saw the Indian constable and some distance ahead of him the prisoner. They were both running, but witness rode past the constable and got up to the prisoner. As he was dismounting in front of the man he grabbed at his queue, which was tied up at the back of his head, but could not retain it; his hold so that prisoner got away and ran into the arms of the Indian constable who arrested him. The coolie afterwards identified the man as having held him down and cut him with a knife. Evidence was then heard.

Prisoner, for whom Mr. Golding appeared at the Magistrate's, and who had reserved his defence, claimed that he was a respectable man. The jury thought otherwise and, finding him guilty, his Lordship sent him to prison for three years with hard labour, and ordered him to receive 20 strokes of the birch during the first week of his incarceration.

FORGERY.

The case of John Robinson, who resided at the Cosmopolitan House and forged the room boy's signature for \$93.10, came on for hearing in the afternoon. By a majority of six to one he was found guilty and was sentenced to two years' imprisonment with hard labour.

## H. F. THE GOVERNOR AND THE CHINESE COMMUNITY.

REPLY FROM MR. CHAMBERLAIN.

The following letters have been forwarded to us, by the Hon. Dr. Ho Kai, for publication:—Colonial Secretary's Office,

Hongkong, 23rd June, 1903.

Sir,—With reference to your letter of the 30th March last addressed to the Governor's Private Secretary enclosing a petition to the Rt. Hon. the Secretary of State for the Colonies praying for a prolongation of His Excellency's term of office in this Colony, I am directed to inform you that a reply has been received from Mr. Chamberlain in which he stated that he has read with great pleasure of the appreciation with which His Excellency's Administration is regarded. He adds, however, that it would be premature to consider at the present time the question of extending His Excellency's term, and is therefore not prepared at present to tender any advice to His Majesty the King on the subject.

2. I am to request you to be good enough to convey this information to your colleague on the Legislative Council and the other signatories of the petition—I have &c., (Signed) F. H. MAY, Honorable Dr. Ho Kai, C.M.G.

Colonial Secretary's Office,

Hongkong, 18th July, 1903.

Sir,—With reference to my letter of the 23rd ultimo, I am directed to inform you that the following extract from Mr. Chamberlain's despatch was inadvertently omitted:—"I have felt it my duty to lay your despatch and petition before His Majesty who has been pleased to express his gratification at the confidence which is felt in your government of Hongkong."—I have &c.,

R. F. JOHNSTON,

pro. Colonial Secretary.

Hon. Dr. Ho Kai, C.M.G.

### NEW POST OFFICE.

ADJUDICATION OF PLANS.

The following letter was received from the Colonial Secretary:—

Colonial Secretary's Office,

Hongkong, 20th July, 1903.

Sir,—I am directed to inform you that the winners in the competition for the best plans for the new Post Office buildings are Messrs. Denison, Ram and Gibbs, and that the premium of \$1,500 offered for the next best plans submitted has been won by Messrs. Palmer and Turner.—I have &c.,

F. H. MAY,

Colonial Secretary.

The Editor, *Hongkong Telegraph*.

### ALLEGED CRUELTY TO A PONY.

At the Magistracy this morning before Mr. T. Sercombe Smith, a Chinese mafio was charged with ill-treating a pony at Happy Valley on the 9th inst. Mr. H. W. Looker appeared on behalf of the owner of the Churg Wah stables. Mr. E. F. Skells, trainer to Mr. Master, stated that while he was at Happy Valley on the afternoon of 9th inst. he noticed a pony lying on the ground thoroughly exhausted. Some Chinese mafios were trying to raise it on its feet with bamboo, crowbars, and other instruments. They treated the animal in a most brutal manner. One of them was continually striking it with the end of a rope, but he was stopped by a European. The mafios sent for a sling, which was placed under the belly of the pony, and they started to raise it, the pony being left hanging with its head down for nearly three-quarters of an hour. A truck was sent for, and the poor brute was placed upon it and carried away. The animal had some wounds on the body.

Captain Culler, of the Sherwood Foresters, said he was at Happy Valley at four o'clock that day when Mr. Master's groom (Mr. Skells) asked him to go and see a pony that was being maltreated. He went out and saw some Chinese slinging a pony up to a tree. It appeared to be suffering from over-exhaustion. He went back to the Golf house and telephoned to the Central Police Station asking that an inspector or constable be sent to stop the cruelties.

His Worship:—What was your opinion as to the slinging of the pony?—The pony was past slinging; the only thing was to allow it to lie down to give it a chance to recover.

Did you see the pony struck?—No. Mr. James Sinclair, overseer of Messrs. Jardine, Matheson & Co., said Mr. Skells informed him that Chinese were ill-treating a pony, and he went and saw the animal lying on the ground half dead. He saw a Chinaman hit it on the head with a rope and he stopped him, and afterwards he found the use of an iron bar as a lever. He could not identify the defendant.

Mr. Looker cross-examined the witnesses at length, and the case was adjourned for a week.

### SHIPPING AND MAILS.

MAILS DUE.

German (*Hamburg*) to-morrow.  
German (*Sachsen*) 23rd inst.  
American (*Galicia*) 23rd inst.  
Canadian (*Athenian*) 26th inst.  
Indian (*Amangsal*) 27th inst.  
Canadian (*Empress of China*) 27th inst.  
American (*Hongkong Maru*) 4th prox.

The s.s. *Hector* left Singapore on 19th inst., a.m., and is due here on 24th inst.

The P. & O. S. N. Co.'s s.s. *Candia* left Singapore for this port on 18th inst., at 11 a.m.

The N. P. S. Co.'s s.s. *Tacoma* sailed from Yokohama for Victoria and Tacoma on 19th inst.

The M. M. Co.'s s.s. *Tonkin* with the next French Mail will leave Singapore to-morrow, at 6 a.m., for this port via Saigon.

The Imperial German Mail s.s. *Hamburg* left Shanghai on Saturday, at 1 p.m., and may be expected here on Tuesday, at 6 a.m.



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## S.S. "Powan" Delayed.

(From Our Correspondent.)

SHAMKIN, 20th July, 2.5 p.m.

The Hongkong, Canton, and Macao Steamboat Co.'s river steamer *Powan*, which was due here at six o'clock this morning, has not yet arrived. It is feared her delay might have been caused by a breakdown near the Bogue Forts.

## S.S. "HONAM" TO THE RESCUE.

The same Company's s.s. *Honam* is not yet in. The probability is that she is standing by the *Powan*, whose passengers will most likely be transferred to the *Honam*.

(Reuters.)

## Russia in Manchuria.

LONDON, 17th July.

It is semi-officially announced at Washington that the Port Arthur Conference is an important step in Russia's plans to arrange the internal administration of Manchuria in a manner to allow of the opening of the ports desired by the United States and Japan without an undue sacrifice of Russian interests.

The *Standard* is sceptical about Russian promise re Manchuria which are entirely conditional on the evacuation of Manchuria by Russia.

## The Somaliland Expedition.

It is expected that General Egerton with fresh reinforcements will strike a fair blow at the Mullah, but a vast expedition is not contemplated.

## Result of the Eclipse Stakes.

- 1—Ard Patrick.
- 2—Sceptre.
- 3—Rocksand.

## Russian Loan to China.

It is announced in St. Petersburg that China has concluded a loan of Tls. 2,000,000 with the Russo-Chinese Bank, for which instead of interest Russia receives privileges in Chinese Turkestan.

## The Irish Land Bill.

The Irish Land Bill has passed Committee and been read a third time in the House of Commons. Mr. Healy congratulated Mr. Wyndham on the genius, skill, and courage he had in the conduct of the Bill.

## The Pope's Illness.

The condition of the Pope is unchanged; he may live several days.

## LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon in the Council Chamber. There were present:—His Excellency the Governor (Sir H. A. Blake, G.C.M.G.), His Excellency Major-General Sir W. J. Gascoigne, K.C.M.G. (Officer Commanding the Troops), Hon. F. H. May, C.M.G. (Colonial Secretary), Hon. Sir H. S. Berkeley, Kt. (Attorney General), Hon. Dr. J. M. Atkinson (Principal Civil Medical Officer), Hon. Commander R. M. Rumsey, R.N. (Harbour Master), Hon. A. M. Thomson, (Colonial Treasurer), Hon. W. Chatham, (Director of Public Works), Hon. Sir C. P. Chater, Kt., C.M.G., Hon. R. Sheehan, Hon. Gershom Stewart, Hon. C. W. Dickson, Hon. Dr. Ho Kai, Hon. Wei A Yuk and Mr. R. F. Johnson, (Acting Clerk of Councils).

The minutes of the meeting held on 8th inst. were read and confirmed.

## FINANCIAL.

The Colonial Secretary laid on the table Financial Minute No. 28 and moved that it be referred to the Finance Committee.

The Colonial Treasurer seconded and the motion was agreed to.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 5) and moved its adoption.

The Colonial Treasurer seconded, and the motion was carried.

## QUESTIONS.

Hon. Gershom Stewart, pursuant to notice, asked the following questions:—

1. When were the plans for the new Law Courts finally passed?
2. What is the cause of the delay in proceeding with the erection of the Courts?
3. What was the cost of the site for the new Post Office, and when paid for?
4. What were the number of designs received in the recent competition for the Post Office?
5. Can the Government give the date approximately when they will be in a position to invite tenders and proceed actively with the work of the construction of the Post Office?

The Colonial Secretary replied that the plans for the Law Courts were passed in November 1899. The contract for the foundations was let in June, 1900, and tenders for the superstructure were called for in November 1902. All the tenders, excepting one, were extravagantly high, and were not accepted, the P. W. D. almost completing arrangements for carrying out the work itself. A reasonable tender was subsequently received and accepted, and it is hoped the work will soon be commenced. With regard to the Post Office, the cost of the site was \$508,280, and that amount was paid in March, 1902. Three tenders were received and one had been accepted. It

was anticipated that tenders for the foundations would be called for in about a month.

## FORESHORES AND SEA BED.

The Attorney General moved the first reading of a Bill entitled An Ordinance to amend the Foreshores and Sea Bed Ordinance, No. 21 of 1901, and to repeal sub-section (i) of section 1 of Ordinance No. 11 of 1902.

The Colonial Secretary seconded.

Bill read a first time.

The object and reason of the Bill is to reduce the period of notice required by the first proviso to section 3 of Ordinance No. 21 of 1901 from three months to one month. The reduction is desired because it has been found unnecessary and inconvenient in practice to require such a long period of notice as three months to be given before the Governor can grant Crown leases of foreshore or sea bed.

## NEW TERRITORIES LAND COURT.

The Attorney General moved the first reading of a Bill entitled An Ordinance to amend Ordinance No. 18 of 1902, entitled "An Ordinance to facilitate the hearing, determination, and settlement of land claims in the New Territories, to establish a Land Court, and for other purposes."

The Colonial Secretary seconded.

Bill read a first time.

The statement of "Objects and Reasons" annexed to the Bill is as follows:—To supply an omission in the New Territories Land Court Ordinance, 1902, by providing that the Crown may appeal to the Supreme Court in cases where Crown rights and public interests in land in the New Territories are injuriously affected by a decision of the Land Court. There is reason to believe that the Land Court has from time to time been imposed upon by the production by claimants of forged documents of title and of other fraudulent evidence in support of claims in respect of land in the New Territories the property of the Crown, and that by such means decisions of the Land Court in favour of claimants have from time to time been improperly obtained. The right of appeal which the Ordinance confers is, however, a general one, and is not confined to those cases in which the decision of the Land Court is believed to have been erroneously given to the Court having been fraudulently imposed upon. There are other cases, apart from those tainted with fraud, in which the decisions of the Land Court do now and may hereafter so seriously and injuriously affect public interests that it is not only expedient but imperative to seek the opinion of the highest judicial authority on the matter in question.

The Attorney General moved that the Bill be read a second time.

The Colonial Secretary seconded.

The Hon. Sheehan—I rise to object to this motion that the bill be read a second time. In the first place it is customary for a bill to be read a first time and then advertised so that the public may consider the bill. Is there any reason why this bill should be rushed through the Council in this way? It does not seem to me to be a very important one; it certainly seems to be a very fair bill. Why this hurry on the part of the Attorney General to rush this thing through? It has not been advertised—not even in the *Government Gazette*. No one knows anything about it. We have had the first reading and the second reading, and I am so ignorant of the procedure of this Council that probably we shall have the third reading before I know it. Is it not customary after the first reading that we should have time to consider it? I, myself, have not had time to consider it. I read it through hurriedly and noticed that it said the Chief Justice could at any time if he thought fit grant to the Crown leave to appeal. If there is any doubt about the bill I would simply ask you to have the second reading postponed until next meeting.

The Attorney General: I only want the Council to adopt the principle, and if we do that we can leave it until the next meeting.

Carried.

## SUPPLY BILL.

The Colonial Treasurer moved the Bill entitled An Ordinance to authorize the appropriation of a supplementary sum of one million eight hundred thousand two hundred and one dollars and forty cents, to defray the charges of the year 1902, to be referred to the Finance Committee.

The Colonial Secretary seconded.

Carried.

## NEW TERRITORIES RENT.

On the motion of the Attorney General, seconded by the Colonial Secretary, the Bill entitled An Ordinance to repeal the New Territories Rent Recovery Ordinance was read a third time and passed.

## PUBLIC BUILDINGS.

Hon. Gershom Stewart moved the adjournment of the debate and spoke at length upon the question of public buildings in the Colony.

Hon. Sheehan seconded.

H. E., replying to observations, said that with regard to the ground in front of the Club, it was his intention of making it into a public garden. (Applause.)

The Council then adjourned *sine die*.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Colonial Secretary presiding. On the proposition of the Chairman, seconded by the Colonial Treasurer, the following financial minute was recommended for the approval of the Council:—

## WATERWORKS.

The Governor recommended the Council to vote a sum of one thousand three hundred and forty-two dollars and thirty cents in aid of the vote for "City and Hill District Waterworks" under "Public Works Extraordinary."

The motion was agreed to.

The Supplementary Estimates were also considered and agreed to.

The Committee then adjourned.

An extended report will be printed in our issue to-morrow.

## TIENTSIN.

(From Our Own Correspondent.)

Tientsin, June 16th.

Rather sensational reports were current today that a raid was made on the Summer Palace on Saturday last by mounted brigands 200 strong, and valuables and treasure to the amount of Tls. 100,000 stolen. I rather doubt the amount whether in money or kind. If the latter it would be exceedingly difficult to remove so much without the assistance of the palace understrappers; and I do not think it probable that Treasure to anything like that amount is kept at the Palace, unless indeed there is a nest egg of the Dowagers stowed away there!

There seems to be no longer any question that all the officials in Peking have sold themselves body and soul to Russia, and that all the main articles of demand have been signed. Some of these demands appear to be incorporated really in the Cassini convention of long ago and their being glossed over now does not matter. Prince Ching and the Dowager have given formal though secret permission for the collection in the Russo Chinese Bank of all the taxes and custom money of Newchwang and Manchuria, and the right to a quarantine station and control in Newchwang, and this virtually signifies all that Russia has asked, Russian autonomy. The quid pro quo which the Chinese or rather Manchus believe they will get in addition to the hard cash they are now pocketing—is Russia's support of the Dynasty against all attack whether from within or without. Meanwhile the entertainment of the Legation ladies is more and more frequent as dust to cover the insults of Prince Ching when he refuses to see the other Ministers and has secret conclaves with the Russian. It is difficult to understand how these matters are viewed by the diplomats in Peking, but from a Tientsin perspective it is altogether wrong and ridiculous.

The German Minister has been down again exchanging many courtesies with the Viceroy, and to-morrow he proceeds to Peking. The Belgian Minister has gone to Japan for his health.

Mr. Southcott, a partner of Messrs. William Forbes & Co., also a late member of the German Consulate, now on the River Police, have received the Blue Button, 4th Rank, 1st Degree, with letters patent from the Throne. Mr. Southcott rendered valuable service to the Chinese in protecting refugees and the Chinese merchants' property in 1900. And the firm is still employed as the nominal secretaries of the China Merchants.

## THE ACCIDENT TO THE "ROHILLA MARU."

FURTHER PARTICULARS.

Additional facts relating to the accident to the *Rohilla Maru*, as reported in the *Hongkong Telegraph*, of 15th inst., are now to hand. The *Cablenews* of 15th inst. states:—

The *Rohilla Maru* collided with the Quarter-master Collier No. 3 yesterday morning just as she was starting on her trip to Hongkong. It was with disastrous results to herself as she had a hole torn in her bow, near the fore-castle, about three long and two feet wide. The bow-spirit of the collier was torn off, and the latter vessel damaged to a greater or less extent.

According to an eye-witness of the accident, the *Rohilla Maru* was coming around the lower end of the U. S. A. T. *Logan* at about the same time that the launch *Saint Louis* was towing collier No. 3 out from back of the breakwater. It appears that the Captain of the *Rohilla Maru* did not see that the launch had the collier in tow until it was too late to avoid a collision. As soon as the collier was seen to be in tow, the *Rohilla Maru* reversed her engines and began to back, but the towline of the collier having been cast off the launch, she kept under way of her own impetus and before the *Rohilla Maru* could back far enough out the way, the collier ran squarely into her bow, tearing a large, jagged hole in the bow high above the water line and otherwise doing some damage.

Captain Bishop claims that when he started around the stern of the *Logan* he gave the necessary whistles and that he did not see the low line or the collier, but supposed that all was safe, as the *Saint Louis* was far enough ahead for him to continue on his way. Just as he got clear from under the *Logan* he saw the collier and immediately gave an order to reserve the engines which was done. He then said that he began backing up, but that he was afraid to back too fast or too far for fear of backing into the *Logan*. In the meanwhile the collier came ahead at a lively rate of speed and crashed into his bow before he could get out of her way.

The accident delayed the sailing of the *Rohilla Maru* until about 3 o'clock yesterday afternoon as she had to have the hole temporarily patched up, and also had to send in a written statement to the Marine Board. Captain Bishop was called before the board and made the statement previously given. The collier is a very heavy vessel, was loaded with coal, and as she had no means of stopping herself when cast loose from the *Saint Louis*, she kept straight in the direction in which she was being towed.

The Marine Board will investigate the matter thoroughly, especially as to the signals given and received and will place the blame where it belongs. The statements of both Captain Bishop of the *Rohilla Maru* and the captain of the launch *Saint Louis* are now in the hands of the board.

## S.S. "ROSETTA MARU."

It is reported that the s.s. *Rosetta Maru* ran over the submerged rocks somewhere in the vicinity of Kowloon Bay, but that no damage has been sustained by the vessel.

## AMERICAN-ASIATIC TRAFFIC ROUTING.

Perhaps at no time in the history of shipping on the Pacific has the competitive registered higher than during the past month. There have been again several new developments in trans-Pacific shipping, instance the purchase definitely announced of the two fine new freight and passenger vessels by the Pacific Mail, the award again of U. S. Philippine freight transport contracts to merchant lines, the actual bidding in the Pacific freight market of the new China Commercial Steamship Co., and also having immediate peculiar and direct importance to it interested in Trans-Pacific carrying, the known courtesies by rail and rail-steamship interests of the United States relative to east-bound Trans-Pacific freight business.

For a long time past the situation in east-bound business has been unsatisfactory to managers of lines with terminals at United States Pacific ports. And notwithstanding that Coast lumber forms the important basis of Trans-American east-bound rail freight, managers at ports here are quite willing to take a share of the Oriental business in the market for Eastern United States points, supplementing their east-bound lumber freight. The traffic managers on this side have been awakened to the situation, particularly by the activity of and the growing importance of importing houses on the Pacific Coast. It is a matter of notoriety that complaint has been lodged by these companies against the poor inducements offered by the Trans-Pacific lines to importing companies at San Francisco, Portland, Seattle, Tacoma, towards securing business for Eastern United States points. It is notorious, for instance, that some of these importing companies have been shipping via New York to fill their orders in Chicago, St. Louis, and even as near as Salt Lake City and Omaha. Recently a rate on a heavy lot of case goods from Singapore to Pacific Coast ports was quoted by regular Trans-Pacific liners at \$8.50 gold per ton of 40 cubic feet. The lot went to New York by Suez liner at 20s. per ton of 50 cubic feet. The difference is \$4.60 or 18s. 11d. per ton of 40 c. f. As an average, on recent rates, 25s. to New York against \$9.50 to Pacific Coast ports have ruled from Singapore. The rates have been equally one-sided from Asiatic ports other than Singapore, this way.

For the freight rates and general management of east-bound business the immediate responsibility has rested with the Hongkong committee (in charge of Secretary Craddock) of the Trans-Pacific lines associations. Some weeks ago Mr. Allen Cameron, Hongkong representative of the Portland and Asiatic Steamship Co., and Union Pacific railway, arrived on this side and has since been devoting his time exclusively on the question of freight traffic on the Pacific, and particularly this matter of east-bound Trans-Pacific business. It appears now as though the demand of shippers for a rate \$2 to \$5 per ton less than now quoted from West-Pacific Coast Ports to East-Pacific ports may be arranged. It is possible the rates will be calculated on a basis discriminating between American-Pacific local business and American-Pacific transcontinental business. The railroads and steamship lines may want higher rates for business that will never be within reach of competition by Orient-Suez-New York lines, but will aim to force all freight possible for points east of the Mississippi through San Francisco, Portland, Seattle and Tacoma. This, of course, makes a complicated situation, and one that will be interesting in its development.

—American Asiatic.

## COMMERCIAL.

## SHANGHAI SHARE REPORT.

The following extracts of the week's share transactions are from Messrs. J. A. Sullivan & Co.'s report, published on 11th July:—

After the summer holidays business was resumed, but with less vigour than is usual at this time of the year, owing to native interest varying between 15 and 18 per cent. and many of our stocks suffered a sharp reaction in price. The amount of available bullion has diminished in consequence of an unusual demand from the north, and there is difficulty in financing our local wants. Exchange is rising and attracts funds homewards which would be otherwise employed in our market. The pressure is only temporary and we look for greater facilities towards the end of the month. London sight rates is quoted 2 1/4 5/16. Consols 49 1/2. From Hongkong 3 days' paper is wided at 7 1/4.

Mining.—The are sellers of Raubs. Nothing has been done in Chinese Engineering and Mining Shares. Wei-hai-wei Gold Mines have changed ownership at \$20 and \$21 for cash, and for August delivery at \$22.

Tobacco.—Sumatras have been sold at Tls. 50. The ever fluctuating Langkat market, in consequence of heavy clearances being made, has been peculiarly sensitive this week. Opening at Tls. 315, Tls. 317 1/2 and Tls. 320 for cash, rates quickly dropped and sales at Tls. 315, Tls. 310, Tls. 305, Tls. 306 1/2 and Tls. 307 1/2 were published. For the settlement Tls. 315, 320, Tls. 315, 307 1/2, Tls. 307 1/2, 310, 307 1/2 are noted. September sales are reported at Tls. 313 1/2, 315, 317, Tls. 320, 322 1/2, Tls. 315, 320, 317 1/2, 315, 317 1/2, and Tls. 317 1/2, 315, 317 1/2. For October at Tls. 319, 312 1/2, 315, Tls. 320, 317 1/2, Tls. 317 1/2, 315, 317 1/2, 315, 317 1/2, 315, 317 1/2. For the fortnight ending 1st inst. the daily aggregate output of oil has been 78,000 gallons. Crude petroleum in tanks,

120,000 gallons. Kerosine made, 70,000 cases; shipped, 72,000 cases, and in stock 35,000 cases.

Shipping.—There is an undercurrent of strength in Indo China which will develop into firm loss by the end of the month, owing to the difficulty of finding scrip at prices which are being offered at present by short sellers. Lately the market has been drained of actual shares by the recent steady buying from London and elsewhere, and the usual quantity of floating scrips is not available. Rates under these circumstances must advance. During the week cash shares changed hands at Tls. 76, Tls. 74 1/2 and Tls. 75. For this month's account transactions are reported at Tls. 76, Tls. 75 1/2, Tls. 75, Tls. 75 1/2 and Tls. 76. For August speculative sales have been made at Tls. 74 1/2, Tls. 75, Tls. 74 and Tls. 74 1/2. September shares have changed hands at Tls. 75, Tls. 74 and Tls. 74 1/2. October at Tls. 75 and Tls. 74 1/2, and December at Tls. 75 1/2. The dividend of 10/- has been paid to-day ex 2/4 1/2—Tls. 4.19.21. Tug boats have been sold at Tls. 350.

Docks.—As soon as it was known that only a final dividend of 8 per cent. would be paid, rates for Farnham, Hoys declined from Tls. 18 1/2 to Tls. 17 1/2 and Tls. 17 1/2 for cash. For July clearance sales were made at Tls. 18 1/2, Tls. 18, Tls. 17 1/2, Tls. 17 1/2, Tls. 18 1/2, Tls. 18, Tls. 18 1/2 and Tls. 18 1/2. September at Tls. 18 1/2 and Tls. 18, and October at Tls. 18. There are buyers to-day for the account at Tls. 17 1/2. Hongkong Docks rose to \$225, but sagged almost immediately to \$215.

## TODAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	8 1/2
" Bank Bills, on demand	1/8 15/16
" Credits, 4 months' sight	1 9/16
" D'ments 4 months' sight	1 9/16
ON BERLIN, (demand)	1.1.77 1/2
ON PARIS, Bank Bills, on demand	2.19
" Credits, 4 months' sight	2.22 1/2
ON NEW YORK, Bank Bills, on demand	42 1/2
" Credits, 30 days' sight	42 1/2
ON BOMBAY, Telegraphic Transfer	130 1/2
" On demand	130 1/2
ON SHANGHAI, Telegraphic Transfer	7.18
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	84 1/2
Sovereigns, Bank's Buying Rate	\$11 68
Gold Leaf 100 touch, per tael	61.00
Rar Silver	740/780

## OPIUM QUOTATIONS.

To-day's quotations are as follows:—	Per chest
MALWA NEW	950/950
" LAST YEAR	1,000/1,030
" OLDEST	1,050/1,100
PATNA NEW	1,050
" OLD	1,070
BENARES NEW	1,050
" OLD	1,070
PERSIAN (PAPER)	740/780

## Today's Advertisements.

## MISSING.

C. W. KIGHT, 3RD ENGINEER, P. & O. S. S. "BALI AARAT," SINCE 2.30 A.M. ON THE 18TH JULY.

ANY person or persons having any knowledge of the above mentioned since the 18th July, are requested to communicate with the undersigned or to the Captain Superintendent of Police. Mr. KIGHT was last seen on the s.s. *Bali Aarat* then lying at anchor in the Hongkong Harbour, and it is feared fell overboard.

DESCRIPTION.—Medium Height, dark, with moustache, dressed in a faded blue dungaree boiler suit, with a white flannel vest underneath, black shoes and socks; is tattooed on both arms.

A suitable reward will be given for any information which will assist in tracing him.

E. A. HEWETT, Superintendent, P. & O. S. N. Co.

Hongkong, 20th July, 1903. [872e]

## NOTICE.

THE Attention of Householders is drawn to the fact that stagnant pools and collections of water in broken flower pots, broken jars, &c. standing in their premises are a source of danger to people residing therein, and to warn them that the Sanitary Board intend to treat such nuisances.

By Order, G. A. WOODCOCK, Secretary.

Sanitary Board Room, 14th July, 1903. [869e]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 22nd instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & CO., LIMITED.

Agents.

Hongkong, 20th July, 1903. [870e]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"TOKIN,"

Captain Schi-iz, will be despatched for the above Ports, on or about MONDAY, the 27th instant.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 20th July, 1903. [8704e]

## Today's Advertisements.

## PUBLIC AUCTION

VALUABLE LEASEHOLD GROUND Situate in GRANVILLE ROAD, KIMBERLEY ROAD, OBSERVATION ROAD, AT TSIMSHA-TSUI, KOWLOON, in 9 LOTS on

TUESDAY, 28th July, 1903.

At his Auction Rooms, Duddell Street,\* by

MR. GEO. P. LAMBERT, AUCTIONEER.

Lot 1.—All that piece of ground intended to be registered in the Land Office as Section A of Kowloon Inland Lot No. 521 containing an area of 7,995 square feet or thereabouts.

Lot 2.—All that piece of ground intended to be registered in the Land Office as Section B of Kowloon Inland Lot No. 521 containing an area of 7,995 square feet or thereabouts.

Lot 3.—All that piece of ground intended to be registered in the Land Office as Section C of Kowloon Inland Lot No. 521 containing an area of 7,995 square feet or thereabouts.

Lot 4.—All that piece of ground intended to be registered in the Land Office as Section D of Kowloon Inland Lot No. 521 containing an area of 7,995 square feet or thereabouts.

Lot 5.—All that piece of ground intended to be registered in the Land Office as Section E of Kowloon Inland Lot No. 521 containing an area of 7



## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.  
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"HECTOR"	On 22nd July.
GLASGOW and LIVERPOOL	"NESTOR"	On 29th July.
GLASGOW and LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW and LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW and LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW and LIVERPOOL	"NESTOR"	On 20th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW and LIVERPOOL	"DEUCALION"	On 4th September.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN	"PELEUS"	On 21st July.
MARSEILLES, LONDON & ABERDEEN	"PROMETHEUS"	On 21st July.
MARSEILLES, LONDON & ABERDEEN	"STENTOR"	On 4th August.
MARSEILLES, LONDON & ABERDEEN	"TYDEUS"	On 13th August.
MARSEILLES, LONDON & ABERDEEN	"DIOMED"	On 20th August.
MARSEILLES, LONDON & ABERDEEN	"NESTOR"	On 1st September.
MARSEILLES, LONDON & ABERDEEN	"KINTUCK"	On 15th September.
MARSEILLES, LONDON & ABERDEEN	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON & ABERDEEN	"GLAUCUS"	On 29th September.

\* Taking Cargo for Liverpool at London Rates.  
S.S. "PELEUS" from Shanghai has arrived and sails to-morrow.  
S.S. "PROMETHEUS" left Shanghai 17th inst. p.m. for this and is due here 20th inst.  
S.S. "KEEMUN" left Moji on the 18th inst. p.m. and is due here on the 23rd inst.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 10th August.
	"DEUCALION"	On 6th September.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

20th July, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	20th July.
KOBE	"TSINAN"	24th "
CEBU and ILOILO	"KAIFONG"	24th "
MANILA	"TAIYUAN"	27th "
PORT DARWIN, THURSDAY IS. LAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYD. NEY and MELBOURNE	"TAIYUAN"	27th "
MANILA	"SUNGKIANG"	29th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.  
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

S.S. "RED D" SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 17th July, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-  
date arrangements for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 25th July, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 1st Aug., at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 18th July, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF  
JAPAN, MOJI, KOBE AND YOKOHAMA,FOR  
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Aug. 14, 1903.
"INDRASAMHA"	5,197	W. E. Craven	Sept. 13.
"INDRAVELLI"	4,899	R. P. Craven	Oct. 14.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 22nd July.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	FRIDAY, 24th July.
FOR ANPING	"MAIDZURU MARU"	T. Saito	SUNDAY, 26th July.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.  
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.  
By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.  
For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 8, Des Vaux Road Central.

Hongkong, 16th July, 1903.

T. ARIMA, Manager.

[13795]

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.HONGKONG-MANILA,  
REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 8th July, 1903. [8042]

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"  
1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.  
Passage Fare, \$1 Single Journey.  
Meals \$1 each.  
The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.,  
No. 8, Queen's Road West.  
Hongkong, 30th May, 1903. [13222]DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship  
"HAIMUN,"  
Captain Mutton, will be despatched for the above Ports, TO-MORROW, the 21st instant, at 11 A.M.  
For Freight or Passage apply to  
DOUGLAS, LAPRAIK & CO.,  
General Managers.  
Hongkong, 20th July, 1903. [8656]

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship  
"KUMSANG,"  
Captain Butler, will be despatched as above TO-MORROW, the 21st instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 20th July, 1903. [8432]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship  
"HENDLE,"  
Captain D. Clark, will be despatched as above on or about SUNDAY, the 20th instant.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 14th July, 1903. [8182]

## TOYO KISEN KAISHA

## MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.	Captain.	Tons.	Sailing Date.
ROSETTA MARU	N. Tale	3,876	THURSDAY, 23rd July, at 11 A.M.
ROHILLA MARU	E. P. Bishop	3,869	TUESDAY, 28th July, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.  
Hongkong, 17th July, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION  
COMPANY.STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)  
THE Company's Steamship

"TRIESTE,"  
Captain Mecozzi, will be despatched as above on TUESDAY, the 21st July.  
For Information as to Passage and Freight apply to  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 30th June, 1903. [6872]

THE AMERICAN ASIATIC STEAMSHIP  
COMPANY.STEAMSHIP SERVICE FOR NEW  
YORK VIA THE SUEZ CANAL.

THE Company's Steamship  
"VERONA,"  
Captain Spiesen, will be despatched as above on or about SATURDAY, the 25th July, to be followed by the  
"BARON DRIESEN,"  
Captain Laurent, on or about THURSDAY, the 20th August, to be followed by the s.s. "NORDKYN" later.  
For Freight, &c., apply to  
SHEWAN, TOMES & Co.,  
General Agents.  
Hongkong, 16th July, 1903. [7612]

NOTICE  
THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10cts) per Single Copy.  
THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 14th January, 1903.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain SAMUEL BELL SMITH.  
DAILY Departure from Hongkong to Macao at 7.30 A.M., from Macao to Hongkong at 2 P.M., SUNDAY included.  
1st Class fare (including cabin and servant), \$3; return ticket, \$5.  
2nd Class, \$1.50; return ticket, \$2.50.  
3rd Class, \$1.  
Steage, \$0.50.  
Superior cabin accommodation.  
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.  
For Freight, &c., apply to—  
SAM WANG & CO., LD.,  
81, Queen's Road Central.  
Hongkong, 22nd June, 1903. [6972]

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship  
"HAI TAN,"  
Captain Roach, will be despatched for the above Ports, TO-MORROW, the 21st instant, at 11 A.M.  
For Freight or Passage, apply to  
DOUGLAS, LAPRAIK & Co.,  
General Managers.  
Hongkong, 20th July, 1903. [8652]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,  
VIA PORTS AND SUEZ CANAL  
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.	About
"SAINT BEDE"	25th July.
"ORIO"	To follow.
"MOGUL"	"
"SATSUMA"	"

For Freight and further information, apply to  
DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 2nd July, 1903. [13394]

EASTERN AND AUSTRALIAN STEAMSHIP  
COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.  
Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"AUSTRALIAN,"  
Captain W. G. MacArthur, will be despatched for the above Ports, on WEDNESDAY, the 20th instant, at Noon.  
This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
M.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 2nd July, 1903. [7852]

## REGULAR SERVICE

## BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

## Consignees.

FROM HAMBURG, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.  
THE H.A.L. Steamship

"ALEXIA,"  
Captain Schönfeldt, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.  
No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINE,  
Hongkong Office.  
Hongkong, 15th July, 1903. [8512]

NOTICE TO CONSIGNEES.  
FROM MIDDLESBOROUGH, ANTWERP, AND LONDON VIA STRAITS.  
THE Steamship  
"MERIONETHSHIRE,"  
Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.  
All claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 15th July, 1903. [8442]

NOTICE TO CONSIGNEES.  
FROM GLASGOW, LIVERPOOL AND STRAITS.  
S.S. "BRAEMAR,"  
Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 16th July, 1903. [8670]

NOTICE TO CONSIGNEES.  
FROM MIDDLESBOROUGH, ANTWERP, AND LONDON VIA STRAITS.  
THE Steamship  
"MERIONETHSHIRE,"  
Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.  
All claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 15th July, 1903. [8442]

NOTICE TO CONSIGNEES.  
FROM GLASGOW, LIVERPOOL AND STRAITS.  
S.S. "BRAEMAR,"  
Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.  
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Hongkong, 15th July, 1903. [8442]

NOTICE TO CONSIGNEES.  
FROM MIDDLESBOROUGH, ANTWERP, AND LONDON VIA STRAITS.  
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Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.  
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.  
All claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 15th July, 1903. [8442]

NOTICE TO CONSIGNEES.  
FROM MIDDLESBOROUGH, ANTWERP, AND LONDON VIA STRAITS.  
THE Steamship  
"MERIONETHSHIRE,"  
Captain G. C. Cundy, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.  
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All claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 15th July, 1903. [8442]

## Consignees.

S.S. "YARRA."  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Matapan*, and from Bordeaux ex s.s. *Ville de Rochefort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.  
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 13th instant, requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 21st instant, at Noon, will be subject to rent and landing charges.  
All claims must be sent in to me on or before the 21st instant, at 3 P.M., or they will not be recognized.  
All damaged packages will be examined on TUESDAY, the 21st instant, at 3 P.M.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 14th July, 1903. [10042]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.  
THE Company's Steamship  
"MARQUIS BACQUEHEM,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.  
This Vessel brings Cargo—  
From Odessa, ex s.s. *María Teresa* transhipped at Port Said.  
From Venice, ex s.s. *Venus* transhipped at Trieste.  
Optional Cargo will be discharged here, unless notice to the contrary be given immediately.  
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 22nd instant, or they will not be recognized.  
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.  
Hongkong, 15th July, 1903. [8132]

"BEN" LINE OF STEAMERS.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 23rd instant will be subject to rent.  
All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 15th July, 1



## Shipping.

Arrivals.	
Rosetta Maru, Jap. s.s., 2,402, Tate, 18th July.	—Manila 16th July, Gen.—T. K. K.
Kong Beng, Ger. s.s., 862, Ziegenbein, 18th July.	—Bangkok 16th July, Rice.—M. & Co.
Decima, Ger. s.s., 794, Schlaikier, 18th July.	—Sourabaya 8th July, Sugar.—S. W. & Co.
Tsintau, Ger. s.s., 1,002, Koch, 18th July.	—Koh-si-chang 12th July, Gen.—R. & S.
Haitan, Br. s.s., 1,181, Roach, 19th July.	—Fochow 18th July, Amoy 17th, and Swatow 18th July, Gen.—D. L. & Co.
Airlie, Br. s.s., 1,494, George, 19th July.	—Kuchinotzu 13th July, Coal.—G. L. & Co.
Ingalls, Am. s.s., 1,317, Harrison, 19th July.	—Manila, P.I. via Mauban 7th July, Ballast.—Order.
Ilue, Fr. s.s., 705, Godinan, 19th July.	—Haiphong 15th July, Gen.—A. R. M.
Carl Diederichsen, Ger. s.s., 774, Schlaikier, 19th July.	—Hohow 18th July, Gen.—J. & Co.
Hainan, Br. s.s., 672, Mutton, 19th July.	—Amoy 18th July, Gen.—D. L. & Co.
Germania, Ger. s.s., 1,714, Bruhn, 19th July.	—Samarang 10th July, Sugar.—J. & Co.
Solveig, Nor. s.s., 2,861, Kjerland, 19th July.	—Cardiff 31st May, Coal.—Order.
Toonan, Chin. s.s., 947, Boat, 19th July.	—Shanghai 15th July, Gen.—C. M. S. N. Co.
Anping Maru, Jap. s.s., 1,253, Goto, 19th July.	—Fochow via Amoy and Swatow 18th July, Gen.—O. S. K.
Silurus, Br. cruiser, Moore, 19th July.	—Singapore 13th July.
Sumner, Am. cruiser, 3,458, Master, 19th July.	—Mauban (Luzon Island) 15th July.
Luchs, Ger. gunboat, Krencke, 19th July.	—from Pakhoi.
Kagoshima Maru, Jap. s.s., 2,731, Kori, 19th July.	—Singapore 13th July, Gen.—N. Y. K.
Woosung, Br. s.s., 1,109, Dawson, 19th July.	—Canton 18th July, Gen.—B. & S.
Tyr, Nor. s.s., 1,418, Danielsen, 19th July.	—Canton 18th July, Coal.—E. A. T. Co.
Cassius, Ger. s.s., 2,300, Palm, 19th July.	—Canton 18th July, Gen.—L. W. & Co.
Catherine Apcar, Br. s.s., 1,730, Stewart, 20th July.	—Calcutta 5th July, Penang 11th, and Singapore 14th, Gen.—D. S. & Co. Ld.
Peless, Br. s.s., 4,800, Barwise, 20th July.	—Fochow 18th July, Gen.—B. & S.
Paoting, Br. s.s., 1,072, Wavell, 20th July.	—Chefoo 14th July, Beans and Salt fish.—B. & S.
Loomsang, Br. s.s., 1,091, Weigall, 20th July.	—Manila 7th July, Gen.—J. M. & Co.
Emma Luyken, Ger. s.s., 1,110, Martens, 20th July.	—Penang 9th July, Singapore 12th, and Hoibow 19th, Gen.—E. A. T. Co.

## Clearances at the Harbour Office.

*Le Rhone*, for Canton.  
*Kongnam*, for Wenchow.  
*Yuk Kong*, for Macao.  
*Wo Ping*, for Wenchow.  
*Yuhon*, for Hoihow.  
*Kagoshima Maru*, for Kobe.  
*Tonkin*, for Canton.  
*Braemar*, for Shanghai.  
*Wingchui*, for Macao.  
*Mausang*, for Sandakan.  
*Peless*, for Singapore.  
*Kuchinotzu*, for Chinkiang.  
*Airlie*, for Manila.

## Departures.

July 19.  
*Nurnberg*, for Singapore.  
*Arlene Maru*, for Moji.  
*Haitan*, for Swatow.  
*Margaret Baquell*, for Shanghai.  
*Daigi Maru*, for Swatow.  
*Hongkong*, for Haiphong.  
*Prosper*, for Swatow.  
*Progress*, for Tournon.

## July 20.

*Muduff*, for Singapore.  
*Tonkin*, for Chinkiang.  
*Kuchinotzu*, for Shanghai.  
*Kentmore*, for Baltimore.  
*Kou Maru*, for Kobe.  
*Airlie*, for Manila.  
*Haitan*, for Hoihow.  
*Mausang*, for Sandakan.

## Passengers arrived.

Per *Haitan* from Amoy—Mr. Smith.  
 Per *Airlie* from Kuchinotzu—Mr. Godkin.  
 Per *Kong Beng* from Bangkok—Mr. Simmons, and 16 Chinese.  
 Per *Peless* from Chefoo—Messrs. Witten, U.S.N., Marquardt, U.S.N., Davies, U.S.N., and Kerich, U.S.N.  
 Per *Catherine Apcar* from Calcutta, &c.—Mrs. Ruchwald, Messrs. J. M. Gordon, G. A. Hulme, and 73 Chinese.  
 Per *Haitan* from Coast Ports—Rev. H. Donato, Mrs. Liu Liang Ang, Messrs. H. L. Russell, H. E. Sly, Mrs. Look, Mr. Haestloope, and 263 Chinese.  
 Per *Loomsang* from Manila—Messrs. S. R. Price, Geo. W. Martin, A. D. Walker, Gerardo Rosa, Angel Espoy, Jose Pintos, J. E. Clusby, Jose La O, A. Sing, 4 Filipinos, 24 Chinese and 14 Japanese.  
 Per *Rosetta Maru* from Manila—Mr. F. Bargman, Mr. and Mrs. Steele, Messrs. T. H. Wedge, A. Munoz, Fred. Holsop, Mr. Sacaraisada, Messrs. Marfore, R. W. Anderson, S. W. Childs, I. Niebuh, Mrs. Leavy, Messrs. Ching Chin Lee, Yung Pakin, Miss Thomas, Mr. and Mrs. W. H. Avery, Mr. B. Richard, Mrs. Mauser, Mr. and Mrs. Townsend, Messrs. S. Sakurai, Rosenberg, Frank Rogers, H. Harrington, Russel Colgrove and Kelley, and 13 Chinese. For Amoy—39 Chinese.

## Shipping Reports.

Str. *Cather de Apur* from Calcutta.—Moderate S.W. breeze.  
 Str. *Peless* from Fochow.—Light winds, and fine weather.  
 Str. *Sumner* from Mauban.—Pleasant weather and smooth sea.  
 Str. *Toonan* from Shanghai.—Fresh S.W. winds, and squally throughout.  
 Str. *Airlie* from Kuchinotzu.—Moderate S.W. monsoon and wet weather, moderate sea.  
 Str. *Haitan* from Tamsui.—There to Amoy fine weather, smooth sea; Amoy to Hongkong fine weather, light winds.

Str. *Loomsang* from Manila.—Fine weather experienced through out the passage, with brisk monsoon, and moderate sea.

Str. *Peless* from Chefoo.—There to Lamocks strong S.W. winds; Lamocks to Hongkong light S.W. wind, and high swell.

Str. *Tsintau* from Kuchinotzu.—In the Gulf of Siam overcast weather, with heavy squalls from S.W. from Palo Obi S.W. and Wly winds, overcast and rain, moderate sea.

Str. *Germania* from Samarang.—From there to Paracels fine weather, thence to port squally and strong S.E. and S. winds, on the 15th inst. at 3 p.m. 200 miles S. of Hongkong passed the German Lloyd steamer *Phra Chula Chum Klao* "steering South" wanted to be reported.

H.M.S. *Sirius* from Singapore.—Left there on Monday the 13th inst., carried out the usual quarterly target practice, on the 15th making 80 per cent of hits, at ranges varying between 2,000 and 3,000 yards. Except for rain and a heavy squall off the Gulf of Tonkin, the usual monsoon weather was experienced.

## Vessels in Port.

Albenga, Ger. s.s., 2,767, Petersen, 17th July, Gen.—C. & Co.  
 America Maru, Jap. s.s., 3,460, Going, 13th July, San Francisco 11th June, Honolulu 16th, Yokohama 1st July, Kobe 3rd, Nagasaki 4th, and Manila 11th, Mails and Gen.—T. K. K.  
 Bengloe, Br. s.s., 1,933, Porter, 17th July, London and Singapore 11th July, Gen.—G. L. & Co.  
 Borg, Nor. s.s., 738, Mathisen, 17th July, Bangkok 10th July, Rice—Ming Chuan.  
 Braemar, Br. s.s., 2,310, Watt, 18th July, Singapore 12th July, Gen.—D. L. & Co.  
 China, Ger. s.s., 1,112, Kribbe, 18th July, Saigon 7th July, Gen.—E. A. T. Co.  
 Edendale, Br. s.s., 718, Moss, 12th July, Singapore 4th July, Gen.—Chinese.  
 Hopsang, Br. s.s., 1,359, Hay, 16th July, Sourabaya 5th July, Sugar—J. M. & Co.  
 Jeserie, Br. s.s., 3,113, "hotton, 8th July, New Zealand 9th June, Coal.—Mr. Dodman.  
 Kaifong, Br. s.s., 1,024, Pennefather, 16th July, Cebu, P.I. 12th July, Gen.—B. & S.  
 Keongwai, Ger. s.s., 1,115, Möllermeier, 14th July, Bangkok 4th July, Rice and Teakwood.—B. & S.  
 Korea, Am. s.s., 5,651, Seabury, 16th July, San Francisco 19th June, Yokohama 8th July, and Shanghai 14th, Mails and Gen.—P. M. S. Co.  
 Kumsang, Br. s.s., 2,078, Buller, 13th July, Singapore 8th July, Gen.—J. M. & Co.  
 Lalpura, Br. s.s., 1,214, Windcham, 16th July, Singapore 10th July, Gen.—J. M. & Co.  
 Loongmoon, Ger. s.s., 1,242, Drewes, 18th July, Canton 17th July, Gen.—S. & Co.  
 Loo Sot, Ger. s.s., 1,021, Schür, 16th July, Bangkok 10th July, Rice.—B. & S.  
 Loyal, Ger. s.s., 1,237, Buhrmann, 14th July, Swatow 13th July, Ballast.—Order.  
 Pompey, Am. s.s., 1,200, Range, 28th May, Manila, P.I. 25th May, B.I. 25th, U.S. Government.  
 Riojan Maru, Jap. s.s., 2,980, Ohno, 16th July, Shanghai 13th July, Gen.—N. Y. K.  
 San Joaquin, Am. s.s., 237, Galdiez, 26th Apr., from Apam, Ballast.—Order.  
 Sullberg, Ger. s.s., 787, Meyer, 17th July, Swatow 16th July, Gen.—H. A. L.  
 Taifu, Ger. s.s., 1,063, Menzell, 20th June, Mauritius via Singapore 14th June, Gen.—E. A. T. Co.  
 Tartar, Br. s.s., 2,768, Beetham, 6th July, Vancouver, B.C. via Ports 9th June, Gen.—C. P. R. Co.  
 Trieste, Aust. s.s., 3,203, Merzeli, 18th July, Kobe 7th July, Gen.—S. W. & Co.  
 Wuchang, Br. s.s., 801, Sommerville, 17th July, Canton 17th July, Gen.—B. & S.

## SAILING VESSELS.

Hoidien, Fr. hq., 1,047, Harong, 24th June, New York 15th Dec., Kerosine.—S. O. Co.  
 Columbia, Am. sch., 772, Sprague, 27th Mar., B. & S.  
 Dharwar, Swed. bq., 1,270, Larsson, 11th Apr., Fremantle 13th Dec., Sandalwood.—J. M. & Co.  
 Grosvenor, Br. bq., 516, Boga, 14th June, Mauritius 16th Jan., Sugar.—A. & Co.  
 Pierre Anonim, Fr. bq., 1,740, Retegnel, 1st Apr., New York 3rd Oct., Oil.—Order.  
 Prince Albert, Norw. ship, 1,498, Hansen, 10th June, Fremantle 29th Apr., Sandalwood.—Gilman & Co.

## Steamers Expected.

Vessels	From	Agents	Due
Hamburg	Shanghai	M. & Co.	July 21
Zafiro	Manila	S. T. & Co.	July 21
Sachsen	Singapore	M. & Co.	July 21
Gaelic	Shanghai	P. M. Co.	July 23
Keemun	Singapore	B. & S.	July 23
Hector	Singapore	P. & O. Co.	July 24
Candia	Singapore	P. & O. Co.	July 25
Athenian	Japan	C. P. R. Co.	July 26
Empire	T-day Id.	G. L. & Co.	July 26
Emp. of China	Vancouver	C. P. R. Co.	July 27
Namsang	Calcutta	J. M. & Co.	July 27
H'kong Maru	San Francisco	P. M. Co.	Aug. 4
Indrapura	Portland	P. & A. Co.	Aug. 4

## Post Office.

## A Mail will close for—

Amoy and Tamsui—Per *Haitan*, 21st inst., 9 A.M.  
 Canton—Per *Haitan*, 21st inst., 9:30 A.M.  
 Singapore—Per *Peless*, 21st inst., 10 A.M.  
 Swatow, Amoy and Fochow—Per *Haitan*, 21st inst., 10 A.M.  
 Singapore, Penang and Calcutta—Per *Kumsang*, 21st inst., 11 A.M.  
 Macao—Per *Heungshon*, 21st inst., 1:15 P.M.  
 Shanghai—Per *Loongmoon*, 21st inst., 2 P.M.  
 Kunchuk and Samshui—Per *Tungkong*, 21st inst., 4 P.M.  
 Shanghai, Chemulpo and Port Arthur—Per *Sullberg*, 21st inst., 4 P.M.  
 Macao—Per *Wingchui*, 21st inst., 5 P.M.  
 Nantao—Per *Taiho*, 21st inst., 5 P.M.  
 Sanbu—Per *Lee Wang*, 21st inst., 5 P.M.  
 Canton—Per *Powan*, 21st inst., 5 P.M.  
 Macao, Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, 21st inst., 5 P.M.  
 Swatow, Amoy and Fochow—Per *Anping Maru*, 22nd inst., 9 A.M.  
 Straits, Colombo and Bombay—Per *Trieste*, 22nd inst., 10 A.M.  
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria, Vancouver, B.C.—Per *Tartar*, 22nd inst., 11 A.M.  
 Europe, &c., India, via Tuticorin—Per *Hamburg*, 22nd inst., 11 A.M.  
 Manila—Per *Rosetta Maru*, 23rd inst., 10 A.M.  
 Kobe—Per *Tsintau*, 24th inst., 3 P.M.  
 Cebu and Hoihow—Per *Kaufong*, 24th inst., 3 P.M.  
 Manila—Per *Zafiro*, 25th inst., 9 A.M.  
 Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Taiyuan*, 27th inst., 3 P.M.  
 Europe, &c., India, via Tuticorin—Per *Polynesian*, 28th inst., 9 A.M.  
 Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle—Per *Riojan Maru*, 28th inst., 3 P.M.  
 Manila—Per *Sungkiang*, 29th inst., 3 P.M.  
 Manila—Per *Rubi*, 1st Aug., 9 A.M.  
 Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, 5th Aug., 11 A.M.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory—  
 On the 20th at 11.50 a.m. The barometer has fallen over Japan and is little changed elsewhere.  
 The depression is still lying over the E. part of the Sea of Japan.  
 Pressure remains high over the Pacific to the SE. of the Loochoos.  
 Moderate S. monsoon in the Formosa Channel and N. part of the China Sea.  
 Forecast—moderate SE. winds; showery.

## CHINA COAST METEOROLOGICAL REGISTER.

On date at	On date at	Bar. Th. Hu.	Wind	Wt.
Vladivostok 7 a.m. 29.55	79	N 2	c	
Amur 6 a.m. 29.57	—	S 2	c	
Hakodate 6 a.m. 29.50	—	—	—	—
Tokio 6 a.m. 29.59	—	SW 6	—	—
Kobe 6 a.m. 29.70	—	W 10	—	—
Nagasaki 6 a.m. 29.79	—	SW 8	—	—
Kagoshima 6 a.m. 29.83	—	W 6	—	—
Oshima 6 a.m. 29.92	—	—	—	—
Naha 6 a.m. 29.93	—	—	—	—
Ishigakijima 6 a.m. 29.80	—	SW 6	—	—
Taihou 6 a.m. 29.88	—	S 2	—	—
Taihou 6 a.m. 29.91	—	S 4	—	—
Taihou 6 a.m. 29.87	—	S 2	—	—
Koshun 6 a.m. 29.91	—	SE 2	—	—
Pescadore 6 a.m. 29.89	—	—	—	—
Weihow 6 a.m. 29.84	87	WSW 1	by	
Guttsan 6 a.m. 29.85	87	—	—	—
Sharp Peak 6 a.m. 29.85	87	SE 1	c	
Amoy 9 a.m. 29.85	87	—	—	—
Canton 9 a.m. 29.87	84	E 1	c	
Hongkong 10 a.m. 29.87	84	E 2	c	
Victoria Peak 9 a.m. 29.86	—	SE 2	c	
Cap Rock 9 a.m. 29.83	85	S 1	c	
Macao 9 a.m. 29.88	84	—	—	—
Haiphong 9 a.m. 29.88	84	—	—	—
Manila 9 a.m. 29.88	84	—	—	—
Malate 9 a.m. 29.88	84	—	—	—
Bacolod 9 a.m. 29.88	84	—	—	—
Coilo 9 a.m. 29.88	84	—	—	—
Ilebu 9 a.m. 29.88	84	—	—	—
C. St. James 10 a.m.	—	—	—	—

## VISITORS AT THE HOTELS.

HONGKONG.	
Anderson, Mr.	Jameson, Mr.
Antony, A. S.	Jervey, Mrs. H. & son
Barrett, E. G.	Jones, A. T. Ogden
Bagley, H. T.	Jones, A. M. T.
Black, Mr. and Mrs.	Joseph, Mr. and Mrs.
Boyan, Mr. & Mrs. R.	Katsch, E. A.
Bonner, E. A.	Leggatt, E. A.
Bornhorst, W.	Lopes, Lt. J. M.
Bowers, Dr.	Mace, A. L.
Brown, W. S.	Macgowan, R. J.
Byerley, J. H.	Mariotti, Dr. A.
Buck, Hart	Mast, Sydney
Clark, R. S.	Mast, Mr. E.
Clarke, W. G.	McAran, T. P.
Colson, F. T.	Miller, P. L.
Dawson, Mrs. W. F.	Morellan, M. O. de
Dean, G.	Murphy, Mr. and Mrs.
Derbyshire, J. H.	Parry, W.
Douglas, Capt. & Mrs.	Pickel, J.
Downing, T. C.	Potts, W. H.
Edwards, F. W.	Reid, H. J.
Ellis, Mr. and Mrs. A.	Schurche, Mr.
Emerson, A.	Share, G. Wade
Fisher, H. G.	Skelton, C.
Fox, Dr. P. H.	Somerville, Mr. A.
Garry, Capt. C. T.	Thomas, J. A.
George, C.	Thomson, Dr. J. C.
Glover, C.	Walker, Mr. and Mrs.
Grant, Mrs. A. Powell	W. B.
Hall, Capt. T.	Wallon, Capt. A. N.
Hamburger, H.	Watkins, C. A.
Laughmont, W. B.	White, Jas. W.
Hayton, J. T.	White, J. R.
Hill, L. D.	Woolmer, Mr. & Mrs.
Hooper, Mr. and Mrs.	Wright, Mr. and Mrs.
Howard, Thos.	C. Gordon
Icely, Rev. F.	Wynn, T. J.
Jackson, H. T.	
Jameson, Mr.	

## KING EDWARD.

Coulson, C. H.  
 Dore, E.  
 Eshward, Capt.  
 Fullin, Dr. H.  
 Hall, Dr. H.  
 Hastings, Mr. and Mrs.  
 Howard, E.  
 Kerjick, Chas. S.

## CONNAUGHT.

Campbell, R. E.  
 Darby, A. J.  
 Dufour, Mrs. B.  
 Edwards, E.  
 Houghton, R.  
 Johnson, R. C. K.  
 Lee, G. E.

## OCCIDENTAL.

Adamsen, Mrs. H. and  
 family  
 Breiner, S.  
 Burton, A. B.  
 Chandler, Capt.  
 Chisholm, John  
 Curtis, W. W.  
 Diss, George A.  
 Donald, W. H.

## PEAK.

MacLeod, Wm., D.D.S.  
 Martin, R.  
 McDermott, A. P. B.  
 McGowan, Mr. & Mrs.  
 Mitchell, Robert  
 Morimore, Miss C.  
 Ollis, Mr. and Mrs. F. B.

## CRAIGIEBURN.

Caufield, Master and  
 Helms, W.  
 Lambelle, Lieut. and  
 nurse  
 Caskell, Mr. and Mrs.  
 Harvey, Lieut. and  
 Mrs. J. S.  
 Johnston, Mrs. and  
 child  
 R. F. child & nurse

## KOWLOON.

Colcutt, Miss M. A. B.  
 Curran, Capt. D. J.  
 Gleason, Miss  
 Graham, Jas. Wm.  
 Jackson, Mrs. and child  
 Kennedy, Mrs.

## THOMAS.

Barsell, H. D.  
 Condy, C. and  
 children  
 Crego, Mr.  
 Hayward, R.  
 Kerner, J.  
 Li Man Yin.  
 Lok Chow Tye.  
 Maslow, W.

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation.....	\$ 125	{ Div. of £1.10/- and bonus of 10/- @ 1/7 = \$25.26 for half-year ending 31/12/1902.....	\$680 b.
National Bank of China, Ltd.....	£ 8	3/14 = \$1.96 for 1902 .....	\$28
Do. Founders.....	£ 1	None .....	\$10
MARINE INSURANCES.			
Union Ins. Society of C'lon, Ltd. ....	\$ 100	60 per cent = \$30 per share for 1901 .....	\$500 b.
China Traders' Ins. Co., Ltd. ....	\$ 25	16 1/2% = \$4 for year ended 30.4.1902.....	\$62
North China Ins. Co., Ltd. ....	£ 25	Interim of £1 for 1902.....	Tls. 230
Yangtze Ins. Association, Ltd. ....	\$ 60	20% = \$12 for 1901 .....	\$135 sa.
Canton Ins. Office, Ltd. ....	\$ 50	28% = \$14 per share for 1901 .....	\$180
FIRE INSURANCES.			
Hongkong Fire Ins. Co., Ltd. ....	\$ 50	\$24 per share for 1901 .....	\$327 1/2 b.
China Fire Ins. Co., Ltd. ....	\$ 20	\$6 per share for 1901 .....	\$85 b.
SHIPPING.			
R			
Hongkong, Canton, & Macao S. B. Co., Ltd. ....	\$ 15	\$14 for half-year ending 31.12.1902 .....	\$38 1/2 sa.
Indo-China S. N. Co., Ltd. ....	£ 10	5% = 10/- per share for 1902.....	\$98
China & Manila S. S. Co., Ltd. ....	\$ 50	10% = \$5 per share for 1900.....	\$21 b.
Douglas S. S. Co., Ltd. ....	\$ 50	Div. of \$3 for year ended 30.6.1902.....	\$40 1/2 sa.
"Star" Ferry Co., Ltd. ....	\$ 10	\$1.20 = 12% for year ending 30.6.03 .....	\$27 b.
"Shell" Transport & Trading Co., Ltd. ....	£ 1	30/4/03 .....	\$17 b.
Taku Tug & Lighter Co., Ltd. ....	Tls. 50	3rd Interim of 6d. for 1902 .....	£1/2 1/2 b.
Shanghai Tug Boat Co., Ltd. ....	Tls. 100	Final of 5% making 7% for the year.....	Tls. 48 s.
Shanghai Cargo B. Co., Ltd. ....	Tls. 100	Final of 7% making 20% for 1902.....	Tls. 350 b.
Co-operative Cargo B. Co., Ltd. ....	Tls. 100	Final of 7% making 13% for 1902.....	Tls. 177 1/2 sa.
REFINERIES.			
China Sugar Refining Co., Ltd. ....	\$ 100	Fin. of \$7 making \$12 for 1901 .....	\$94
Luzon Sugar Refining Co., Ltd. ....	\$ 100	\$3 per share for 1897 .....	\$10
Perak Sugar Cultivation Co., Ltd. ....	Tls. 50	Fin. of 7% for year ending 30.9.02 .....	Tls. 70 s.
MINING.			
Punjom Mining Co., Ltd. ....	\$ 11	None .....	\$2 b.
Société Française des Charbonnages du Tonkin .....	Fr. 250	Fin. of Frs. 30 making Fcs. 60 for 1902.....	\$600
Jebleu Mining & Trading Co., Ltd. ....	\$ 5	No. 9 of 5% for 1/2-year end. 31.7.94 .....	\$14 s.
Raub Australian Gold Mining Co., Ltd. ....	£ 0.18.10	No. 12 of 1/- per share 28.1.01 .....	\$8 b.
Chinese Engineering & Mining Co., Ltd. ....	£ 1	No. 1 of 1/6 per share 10.10.02 .....	Tls. 6.60 s.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd. ....	\$ 50	10% & bonus 2% for 1/2 year 31.12.02.....	\$216 b.
S. C. Farnham, Boyd & Co., Ltd. ....	Tls. 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03 .....	Tls. 160 b.
Hongkong & Godown Co., Ltd. ....	\$ 50	Final of \$2 1/2 making \$4 1/2 for 1902 .....	\$88 b.
New Amoy Dock Co., Ltd. ....	\$ 6 1/2	\$2 1/2 for 1902 .....	\$39 1/2 ex div.
Shanghai & Hongkew Wharf & Godown Co., Ltd. ....	Tls. 100	Final of Tls. 12 making Tls. 18 for 1902 .....	Tls. 28 1/2 s.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd. ....	\$ 10	8% = 80 cents per share for 1902 .....	\$9 1/2 sa.
Hongkong Land Investment & Agency Co., Ltd. ....	\$ 100	Final of \$6 making \$12 for 1902 .....	\$161
K'loon Land & Building Co., Ltd. ....	\$ 30	\$2.30 per share for 1902 .....	\$38 s.
West Point Building Co., Ltd. ....	\$ 30	Final of \$1.60 making \$3.10 for 1902.....	\$52 b.
Hongkong Hotel Co., Ltd. ....	\$ 50	\$6 for 2nd 4-year making \$12 for 1902.....	\$151 sa.
Oriente Hotel Co., Ltd. (Manila) .....	\$ 50	8% = \$4 for 1/2-year ending 31.12.1900 .....	\$40 b.
Astor House Hotel Co., Ltd. (Shanghai) .....	\$ 25	15% for half-year ending 31.12.01 .....	\$30 sa.
(Hotel des Colonies Co., Ltd. (Shanghai) .....	Tls. 25	6% for year ending 31.3.03 .....	Tls. 16 s.
Queen's Hotel (Wei-hai-wei) .....	Tls. 25	First year .....	Tls. 25
Humphreys Estate & Finance Co., Ltd. ....	\$ 10	9 per cent. for 1902 .....	\$12
Shai Land Investment Co., Ltd. ....	Tls. 50	Final of 6% making 12% for 1902 .....	Tls. 110 s.
COTTON MILLS.			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd. ....	\$ 10	Interim of 40 cents per share.....	\$15 sa.
Ewo Cotton Spinning & Weaving Co., Ltd. ....	Tls. 100	3% for period ended 31.10.97.....	Tls. 35 s.
International Cotton Manufacturing Co., Ltd. ....	Tls. 100	Interim of 3% on account of 1898 .....	Tls. 40 s.
Lau-keung-mow Cotton Spinning & Weaving Co., Ltd. ....	Tls. 100	Interim div. of 4% on acct. of 1898 .....	Tls. 42 1/2 s.
Soy Chee Cotton Spinning Co., Ltd. ....	Tls. 50	4% for period ended 31.12.00.....	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd. ....	\$ 500	25% for year ending 30.6.1900 .....	\$250 b.
Philippine Tobacco Trust Co., Ltd. ....	\$ 50	None .....	\$15 b.
Shanghai-Sumatra Tobacco Co., Ltd. ....	Tls. 20	{ Final of Tls. 2.50 making Tls. 4.60 for year ending 31.10.02 .....	Tls. 50 b.
MISCELLANEOUS.			
Green Island Cement Co., Ltd. ....	\$ 10	12% = \$1.20 per share for 1902 .....	\$24 b.
China-Borneo Co., Ltd. ....	\$ 12	First year .....	\$104 sa.
A. S. Watson & Co., Ltd. ....	\$ 10	Interim of 5% for 1902 .....	\$14 1/2 sa.
Watkins, Ltd. ....	\$ 10	\$1 per share for 1902 .....	\$7 b.
Hongkong Electric Co., Ltd. ....	\$ 5	90 cents for year ending 30.4.1903 .....	\$12 1/2 b.
Hongkong & China Gas Co., Ltd. ....	£ 10	45 cents for year ending 30.4.1903 .....	\$7 1/2 b.
Hongkong Rope Manufacturing Co., Ltd. ....	\$ 50	10% div. and 1% bonus for 1901 .....	\$140 b.
Geo. Fenwick & Co., Ltd. ....	\$ 25	15 per cent = \$3.75 for 1902 .....	\$140 b.
Hongkong Ice Co., Ltd. ....	\$ 25	Final of \$12, making \$16 for 1902.....	\$250 sa.
Hongkong High-Level Tramways Co., Ltd. ....	\$ 100	\$18 for year ending 31.11.1902 .....	\$320
Dairy Farm Co., Ltd. ....	\$ 6	75 cents for year ending 31.7.1902.....	\$12 sa.
Hongkong & China Bakery Co., Ltd. ....	\$ 50	5 per cent. = \$2 1/2 for 1901 .....	\$10 s.
Campbell, Moore & Co., Ltd. ....	\$ 10	Div. of \$2 1/2 for 1902 .....	\$40 s.
Bell's Asbestos Eastern Agency, Ltd. ....	£ 0.12.6	None .....	65 ss.
United Asbestos Oriental Agency, Ltd. ....	\$ 4	80 cents for year ending 31.5.02.....	19 1/2 b.
Do. ....	\$ 10	\$19.80 for year end. 31.5.02 acct. 1903.....	\$155
Hongkong Steam Water-boat Co., Ltd. ....	\$ 10	Interim of 6% .....	\$14 b.
China Light & Power Co., Ltd. ....	\$ 20	None .....	\$6 b.
Robinson Piano Co., Ltd. ....	\$ 50	5% = \$2 1/2 for half-year 1901.....	\$60
Manila Investment Co., Ltd. ....	\$ 50	None .....	\$15 b.
William Powell, Ltd. ....	\$ 10	Final of 50 cents for half-year 30.6.02 .....	\$10
Maatschappij tot Mijn, Bosch- en Landbouw exploitatie in Langkat, Limited .....	Guilders 100	{ 3rd Interim Dividend of Tls. 7 1/2 and bonus of Tls. 2 1/2 per share paid 15.6.1903.....	Tls. 295 s.
Telegraphic Address—"Rialto."		BENJAMIN, KELLY & PORTER	
Telephone No. 148, P. O. Box No. 111.		Share Brokers.	
NOTE:—b.=buyers, s.=sellers, sa.=sales.			



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July 18th.

R. G. HECKFORD,  
MANAGER.